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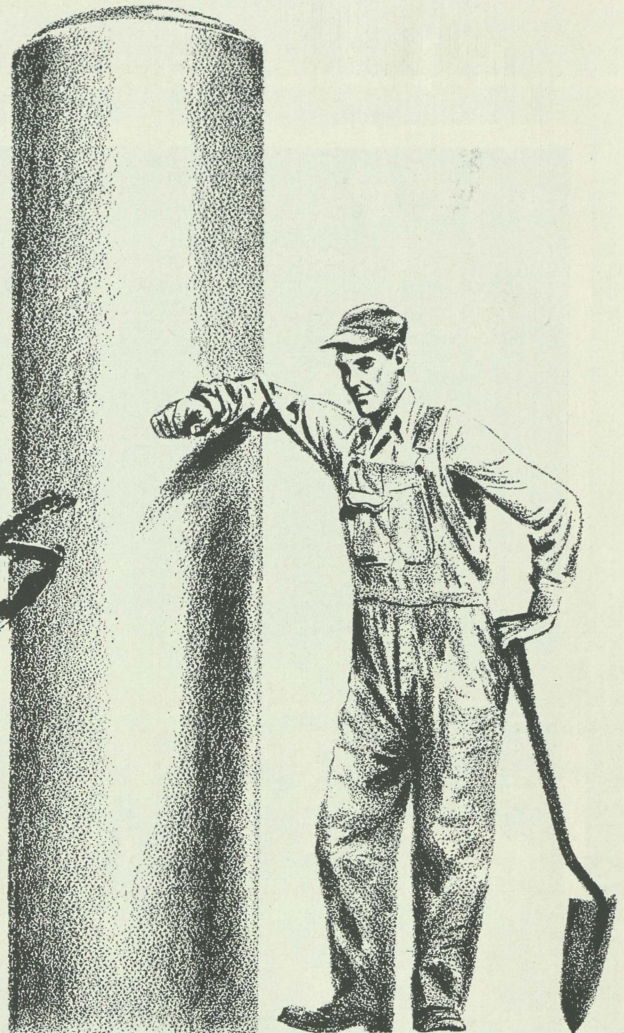
Fishing scene at Hillsborough State Park between Zephyrhills and Tampa on U. S. 301.

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Governor's Message . . .



Governor Fuller Warren

Good evening, my friends and fellow citizens of Florida. In the recent monthly reports I have made to you, I have discussed the prosperity of our state and told you the things I think all of us can do to increase that prosperity and put it on a stable, permanent basis.

I have also talked to you about safety, particularly highway safety. The response you have given shows that you are interested in this subject and that you as citizens are eager to help in every possible way to make our highways safer for our residents and our visitors from outside Florida.

Tonight, however, I want to talk to you about another subject. I want to discuss with you, very frankly and candidly, the question of law enforcement in Florida. This is a matter which must be of continuing concern to all of us. We all want Florida to be, not only a law-abiding state in which every man's life and property are safe, but a wholesome state where the moral atmosphere is the very best that we can make it.

Crime, like poverty and disease, is a social problem that has confronted us since mankind's earliest days. Society has never found the complete answer to it, and I regret to say that here in the United States many types of crimes showed an increase during 1949 over the year before. The Federal Bureau of Investigation reports, for example, that crime in American cities increased 2.7 per cent in the first half of 1949 as compared to the same period the year before.

That is why we in Florida can be especially gratified that the crime rate in Florida's largest cities showed an actual decline during 1949 as compared to the year before. We cannot afford to become complacent, of course, until we have eliminated crime entirely. But at the same time, I think it is only fair to acknowledge that cooperation between law enforcement officers and ordinary citizens has enabled our bigger cities to make better records in fighting crime than

cities of similar size in other parts of the country. The record made by Florida cities during 1949, the first year of my administration, is all the more encouraging when we recall that we have in this state thousands of wealthy visitors each year, and that criminals follow wealth.

Let's look at a few comparisons to see whether we in Florida are making headway in our constant war against crime. Louisville, Kentucky, might be considered an average American city and it happens to be about the same size as Miami. During the first half of 1949, Louisville had 226 cases of robbery and Miami had only 150. Jacksonville during the same period had only 96 robberies, less than half the number reported for Louisville, and Tampa had only 29.

All of us know that murder is the worst of all crimes. And during the first half of 1949, the number of murders in proportion to population was smaller in Florida than in any other southeastern state except Mississippi.

These figures from the FBI show conclusively, I believe, that while there is room for considerable improvement, our law enforcement officers generally are doing a good job, and that the overwhelming majority of our citizens are law abiding. In short, the figures show that Florida is a safe place in which to live.

But in citing these figures to you, I want it clearly understood that I can not claim chief credit for the splendid law enforcement record Florida has made during 1949. The bulk of the credit for this record must go to the law enforcement officers of this state, and to the rank and file citizens of Florida.

The reason I say I cannot claim major credit for the law enforcement record we have made is that the Constitution prescribes only limited, restricted and negative law enforcement powers for the Governor. He cannot give a single order to a municipal

policeman, for example. He has only the indirect law enforcement power of suspending a public official. However, recent experience of my predecessors has shown that sheriffs suspended by the Governor generally are re-instated by the State Senate and given their back pay for the time they were out of office. Because of this, the Governor's power to suspend public officials has become in practice an inadequate remedy. In the last analysis, the people have the final word at the polls. They often have shown, by re-electing suspended officials, that they resent executive interference in their local affairs.

I said a moment ago that I could not claim the major credit for our good law enforcement record because my authority in this field is so limited and so restricted. At the same time, I should like to point out that even before my inauguration, I made strenuous efforts to cooperate with duly elected local officials to stop violations of the law, especially the laws against gambling.

For instance, even before I took the oath of office, I publicly announced that slot machines would not be tolerated in Florida. I followed up that declaration by sending a statement of my position against slot machines to each sheriff of Florida and to the constables of Florida.

Several times since then I have reiterated and reaffirmed my position against slot machines. It is gratifying to me that considerable progress has been made toward the eventual elimination of slot machines. The figures of the Internal Revenue Department in Jacksonville show that 489 federal licenses for slot machines were issued in the last six months of 1948, while the number of federal licenses for slot machines dropped substantially to 146 during the first six months of my administration. I am using

(Continued on Page 31)

FLORIDA HIGHWAYS

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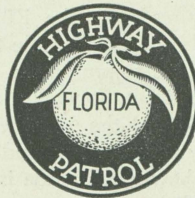
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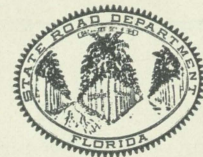
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County Commissioners Convene

At the meeting of the State Association of County Commissioners held in Tampa, March 3, 4, and 5, Elbert Moore, Hillsborough County, was elected president for 1950. Other officers elected were Paul Rardin, Palm Beach County, vice president, and J. B. Brewer, St. Lucie County, secretary-treasurer.

Chairman Alfred G. McKethan, Florida State Road Department, told the commissioners that letting out road work to contractors under an agreement, often saves weeks and months that would be used up in preparation of plans and calling for bids.

Chairman McKethan said that efforts are being made to offset a shortage of engineers, and another means of reaching the State Road Department's goal was to resort to lease-rental agreements where necessary.

"This means," Chairman McKethan said, "that we are letting out road work to be done under an agreement with a contractor who will supply the necessary equipment and operators at an agreed or negotiated price rather than under competitive bid contracts.

To bring the road systems abreast of the state's needs, Chairman McKethan assured the commissioners he

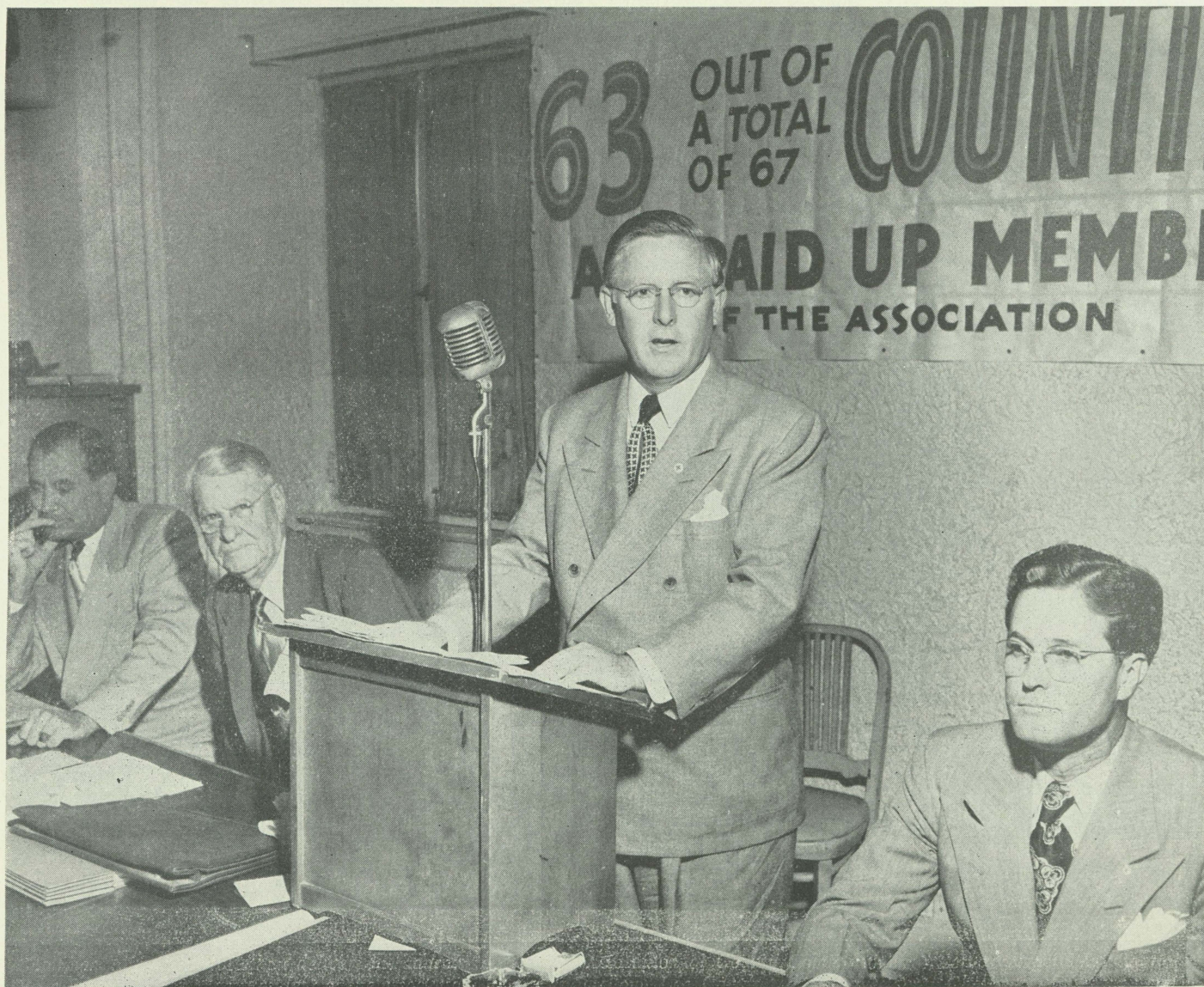
would continue his efforts to end diversion of revenue taken in from highway users to other purposes.

The Chairman also asked commissioners to help break one of the bottlenecks to achieving the \$79,000,000 road program this year by pushing acquisition of rights-of-way for the new projects.

State Comptroller Clarence M. Gay also spoke to the county commissioners, and urged that they lighten the taxpayer's burden.

Comptroller Gay cited the fact that the counties had received a part of the \$22,000,000 cigarette tax previously kept by the state. He said he hoped

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Chairman Alfred G. McKethan delivers his address to the State Association of County Commissioners. Left to right: Paul Rardin, Palm Beach County, vice president of the association; Harry Stringfellow, Lee County, retiring president; Chairman McKethan, and Elbert Moore, Hillsborough County, president.

The First Floridians...

In the years before Columbus discovered America many Indians lived in the State of Florida and made a living by fishing, hunting, collecting shell fish and raising corn. We know about these peoples through a study of the remains they left. This study is archaeology. The archaeologist works very much like a detective in that he pieces together evidence of various sorts and unites it into a picture of the life of the prehistoric Indians.

We first should see where the Indians of the United States came from and who were their ancestors. They first came into North and South America from Asia across the Bering

By HALE G. SMITH

(Editor's Note: This article for the first time gives the overall picture of the culture of the Indians of Florida during the past 15,000 years. Mr. Smith, one of Florida's outstanding anthropologists, was recently elected President of the Florida Anthropological Society. He is an assistant professor of anthropology at Florida State University; and also holds the office of research associate of the Florida Board of Parks and Historic Memorials.)

Strait that separates our continent from that of Asia. This migration started a long time ago, about 20,000 B.C. The tools and weapons these first peoples brought to this country were crude. The Indians at this time

did not make pottery nor did they have the bow and arrow or grow any agricultural products. After entering into this New World they migrated southward and eastward and eventually arrived in Florida, probably about 15,000 years ago.

It is now believed by scientists that when the Indians first came to Florida, animals that are now extinct; such as, the Mastadon, were still living. The Mastadon was an animal as big as the present day elephant, and like the elephant had large tusks and a trunk. Harpoons and spear points have been found in various sections of Florida which were out of the ivory of the tusks of the mammal.



Mr. E. M. Murphy of Daytona Beach examining prehistoric Shell-Midden in Volusia County, Florida. These shells are remains of Indian meals and feasts.

Since the bow and arrow had not been invented as yet the Indians hunted with a spear and throwing stick. The throwing stick was a piece of wood about 18 inches long which had a hook on one end. The base of the spear was placed in the hook while the other end was held in the hand, and by a flip of the wrist the spear could be propelled with great force for 40 or more yards. These weapons had so much force that the Indians were able to kill the thick-hided Mastadons.

The peoples at this time, beside being hunters of deer, rabbits and other small animals, also collected seeds, roots and oysters. We assume that the peoples of this early time divided the work between the men who hunted and the women who cooked, made clothes and collected berries,

because of the fact that primitive peoples all over the world divided the work in just this way. There were no domestic animals present, aside from the dog, so all the carrying of loads overland had to be on man's back. The horse did not come to America until it was brought in by the Spanish.

Although not very much is known about these peoples, at the present time, it appears that the earliest peoples lived for the most part along the coast and waterways of Florida. Since with the use of the dugout canoe this would be the easiest way to travel about on their food collecting expeditions one readily sees that these areas would be occupied first. These people did not live in permanent villages but roamed around from one place to another as they exhausted the food

supply and game in a particular area. For protection from the weather they probably lived in crude palmetto thatched huts or domed circular tent-like structures made of deer skin. They used baskets and skin bags for the collection of various foods and used some form of net to get the fish. The skin bags were also used to cook their food. The food and water would be put in the bag and then stones heated in a fire would be dropped into the soup until it came to the boiling point. They also roasted meat over an open fire. During this early time there were very few people here, compared to the population many centuries later.

The art of making pottery was brought into Florida about 700 A.D. This knowledge may have originated in Asia and then was brought to



The above photograph shows the west side of Madira Bickel Mound State Monument (mound outlined), in Manatee county on Terra Ceia Island. This is the first archaeological monument acquired by the State of Florida. Although the main structure is a ceremonial mound and probably is devoid of relics, a large Indian village is believed to have been located nearby. This mound is one of the 32 State Park properties under the administration of the Florida Board of Parks and Historic Memorials.

America by peoples who migrated later than the ones first mentioned, or it may have been invented some place in North or Central America.

At the time when the pottery techniques came into Florida the bow and arrow also arrived and replaced the throwing stick.

The first Florida pottery was very crude. In its manufacture the clay was mixed with Spanish moss. When the Indian women baked their pots in the fire to make them hard, the moss kept the vessel from cracking, but the moss itself was burned out. The later Indians used sand, grit, or shell in the tempering of their pots.

The later pottery was made by the coiling process. The clay was made into cylindrical sticks about as thick as a lead pencil. The base and body of the vessel was built up by placing these coils one on top of another. After the vessel had been formed in this manner, the coils were obliterated by smoothing the interior and exterior of the vessel with a smooth pebble. Many different types of vessel forms are found.

Like Floridians today the majority of the Indians lived along the Sea Coast where they had an abundant supply of food. They ate all sorts of shell fish such as oysters and clams. They even captured the small coquina and made soup. Enough coquina for a bowlful of soup would require the use of a sieve which the Indians probably made in the form of a loose woven basket. The Indians also caught fish with nets, spears and bows and arrows. To supplement the diet, hunters would bring into camp deer, rabbits, bear and other animals. Alligator bones have been found in the areas occupied by the Indians so it appears that they also ate alligator tail steaks. One of the favorite foods was gopher turtle which is still used as a food by the Seminoles. The gopher was roasted or boiled in his shell and when done the juicy legs were pulled off and eaten.

What Do Indian Sites Look Like Today?

The Indian villages, temple mounds, burial mounds, cemeteries, and other features are sometimes hard to find today. Since they have been

deserted for so many years nature has again taken over and covered most of them with shrubs and trees. Then too, the building of modern towns has destroyed some of these places. When the Europeans began to settle this country they often picked areas for towns which had been inhabited by the Indians. They saw readily that the places used by the Indians were also most suitable for their purposes. Cities like Jacksonville, St. Augustine, Daytona, Miami and Tampa all were once occupied by prehistoric peoples.

The most obvious remains of the Florida groups are the high shell mounds that can be noted along the coast. The mounds grew owing to the accumulation of garbage from the daily meals through time. The people

would bring their day's catch home and eat it. The shells and bones were thrown to one side of the house and little by little the mounds began to rise. Some of these mounds attained a height of 30 feet or more. When the garbage began to crowd the house, they moved it, and its site filled in with the refuse of later meals. Many of these shell mounds are used today for road material and consequently much of the prehistory of Florida has been lost.

The temple mounds are also easy to notice since they are quite large. The temple mound generally has a square base and is several feet high, some as high as the shell mounds. These temple mounds were constructed by the Indians of Florida



Skeleton of prehistoric Indian uncovered by the Archaeological Survey of the Florida Board of Parks and Historic Memorials near Sebring, Florida.

from about 1200-1600 A.D. The mound was constructed as a foundation for a small temple placed on top of it. The Indians carried dirt from nearby in baskets and slowly constructed the mound. One gained access to the temple either by steps or an earth ramp which led to the top of the mound.

The burial mounds are generally harder to locate because they are smaller than the temple mounds. The Indians of Florida buried their dead in these mounds from 800-1200 A.D. After this time they stopped building mounds over the bodies and began burying the dead in cemeteries. The burials were generally accompanied with grave goods such as pottery vessels and weapons. Sometimes ornaments such as beads, pendants and hairpins are also found with the skeletal remains. The burial mounds were generally some distance from the village and often across a body of water.

The agricultural and grazing activities of recent times have destroyed many burial mounds. Many times the burials are destroyed unknowingly by these activities, because many of the bones have disappeared through time and the plowshare fails to spare the cultural materials.

The Indian cemeteries are most difficult to find since the top of the grave is even with the ground and they did not mark their graves with monuments as we do.

The village sites, not of the shell mound type, can be noticed by the fact that the ground is generally a rich black color formed by the decay of animal and vegetable matter brought in and left by the Indians. Scattered throughout this area are to be found occasional sea shells and broken pieces of pottery. Sometimes a lost or discarded arrowhead or shell celt and other objects will occur.

Florida Trade Before 1492 A.D.

We see in prehistoric Florida four major areas that were occupied by different groups of Indians. When the Spanish first came to Florida they found four strong tribes present: The Timuca who lived along the east Atlantic coast, the St. Johns River, and over to the Aucilla River; the

Appalachee Indians who covered an area from the Aucilla on the west past the Tallahassee area; the Calusia who controlled the western Gulf coast area; and various groups of Indians in the glades including the Tequesta of the Miami region. The Seminoles did not arrive in Florida until around 1700 A.D.

In other parts of the United States in prehistoric Indian sites, we find evidence which indicates trade routes were established between Florida and the northern areas at an early date.

In the midwest the archaeologist finds Florida sea shells in burial mounds. These shells had been made into cups, dippers, necklaces and hairpins. The Florida Indians traded the sea shells to these northern groups in order to receive materials not found in Florida from them. Carved alligator teeth were also taken into the Ohio region, maybe by an Indian tourist. The Florida Indians received in return for this material, copper which was made into pendants, bracelets, beads, pins, and so on.

From North Carolina the early Floridians received mica which they used for personal adornment or jewelry.

During this early period a lively trade was going on with the Georgia

Indians as well as with those further north. This is evidenced by the fact that ground stone tools, such as celts and axes, are found in many areas of Florida. Since these tools are made out of a volcanic type of rock not found in Florida it is obvious that they were brought in by man. The closest source of this type of rock is in Georgia and Alabama where Florida sea shell are also found.

The Florida Indians also traded among themselves. We see that the coastal Indians exchanged fish, shell and pottery with the groups living inland. The trading of pottery between groups separated by great distances is especially noted by the archaeologist. Due to the fact that each Indian group made a distinctive type of pottery it is possible to note foreign pieces in some Indians "china" collection, just as it is possible to note today, in a collection of antique dishes, what dishes came from England, France, Bavaria or China.

So in analyzing the various Indian cultures of Florida we see that they were not isolated behind "iron-curtains" but that trade and probably some social intercourse was going on between the various groups, and thus

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Spanish metal objects from Jefferson County Mission Site. Top row, left to right: Key hole plate, key, finger ring, part of censer. Middle row: Chisel. Bottom row, left to right: Spur rowel, chest handle, ring and pin.

Selling Citrus to Florida

By KENDALL TOLLE

Reprinted from the Florida Newspaper News and Radio Digest.



state is tied tightly to the welfare of the citrus industry. These citizens represent just about every business, educational and service group in the state.

This continuing campaign, designed to make easily available more and better citrus for Floridians and their visitors, is conducted by the Citrus Promotion Committee of the Florida State Chamber of Commerce, with the backing of the Florida Citrus Commission.

Now in its second year, the "eat-more-citrus-at-home" campaign was developed in the Fall of 1949 when citrus prices were low and prospects for utilization of the entire crop were mighty discouraging. Subsequent developments — including freeze losses in competing areas and Florida's own hurricane late last Summer — trimmed national citrus supplies to the point that growers have been getting fair to fancy prices for their fruit throughout the past year, but the State Chamber's campaign is going right ahead.

"This is not a stop-and-go drive which will run just when the citrus picture is gloomy,"

"YOU can't get a decent glass of orange juice in half the towns in Florida . . .

"They charged me 30 cents for that little glass of canned juice they served with my breakfast in Miami . . .

"And when this tourist asked for orange juice at the fountain they tried to sell him tomato juice instead . . .

"The reason you can't buy good grapefruit in Florida stores is because they ship everything but the culls up North."

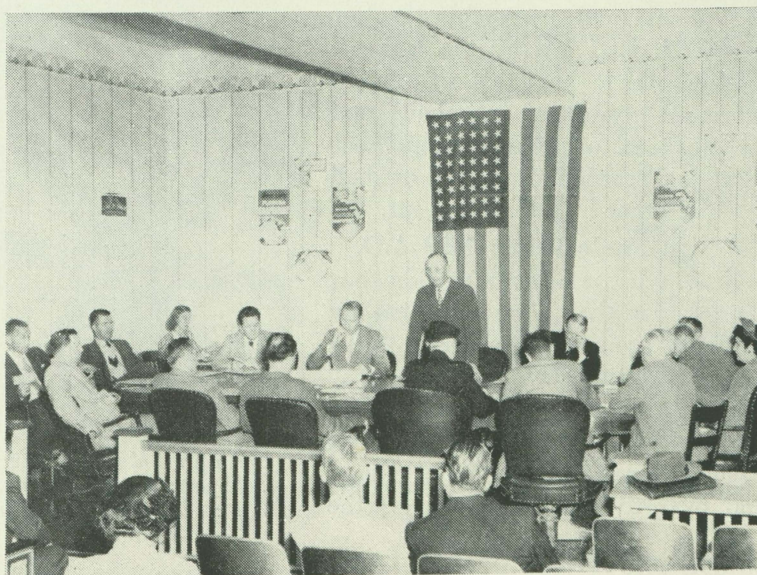
Statements like these are frequently exaggerated, but the indignation in them makes up for any possible shortage of fact. And over a period of years, there has been just enough truth to cause a lot of worry among a lot of responsible Florida people. Today, the troublesome situation, pointed up by such complaints, is being steadily improved through a persistent drive planned and carried on by a group of public-spirited citizens who are convinced that the welfare of the whole



TOP—Some leaders in state citrus selling campaign, left to right, Paul E. Shuler, Orlando, representative of the Florida Congress of Parent-Teachers' Association; Dawson Newton, Lakeland, Advertising Manager of the Florida Citrus Commission; Ted L. Hodson, Lakeland, special representative of the Florida Citrus Commission; Rodger Herndon, Orlando, executive vice-president of the Florida Restaurant Association; Harold Colee, vice-president, Florida State Chamber of Commerce.

CENTER—Mrs. Thelma Flanagan, Tallahassee, state lunch supervisor, advised school children "to have an orange."

BOTTOM—The February meeting of the State Chamber Citrus Promotional Committee in Lakeland attended by representatives from all over the state. Chairman Frank Isted is standing in front of the flag.



says Walter L. Hays, Orlando, president of the State Chamber. "Florida people and their out-of-state visitors should eat and drink plenty of good Florida citrus, regardless of the price situation. It's good for their health and it's good for the state's economy. This drive is designed to encourage all interests in the state handling citrus fruits to make them readily available here in Florida at reasonable prices."

Frank Isted, Eustis banker, is general chairman of the 1950 drive, and Governor Fuller Warren accepted honorary chairmanship of the statewide committee.

The executive committee announced for 1950 by Harold Colee, Jacksonville, manager of the State Chamber, includes:

Chairman Isted; W. C. Pederson, vice-chairman, Waverly; E. F. Arnold, Miami Springs, president of Retail Grocers Association; Marvin H. Walker, Lake Wales, general manager of Florida Citrus Canners Cooperative; R. O. Riddle, Jacksonville, Florida Hotel Association; Lloyd F. Gahr, Orlando, president of Florida Retail Merchants Association; Ed Rood, Tampa, president of Florida Junior Chamber of Commerce; Mrs. Edith McBride Cameron, Gainesville, president of Florida Congress of Parents and Teachers; James Gorman, Jacksonville, Florida Chain Store Council; and three representatives of the Florida Citrus Commission, Dodge Taylor, Commission chairman from Howey; General Manager Robert C. Evans, and Advertising Manager Dawson Newton, of Lakeland.

At the first meeting of the



season, held in Orlando shortly before Christmas, it was decided that the major emphasis in the campaign this year would be along educational lines. With this in mind, state school officials, Parent-Teacher and school lunch leaders have been assisting the executive committee and the Citrus Commission in preparation of material for dissemination to schools. A poster for elementary grades, and decorative material featuring various citrus fruits and suitable for posting in schoolrooms, were provided all schools early in February. Preparation of additional material is progressing, and in time the Citrus Commission plans to extend the educational work into other states.

Efforts in other directions are being carried on through

representatives of transportation agencies, theatres and banks, chain store and other retail groups, hotel and restaurant associations, civic and service clubs, and through local chambers of commerce.

There is no law requiring a restaurant or fountain to serve orange or grapefruit juice. Nor is there any way to force the operator to charge 10 cents for a glass of juice instead of 20 or 30

(Continued on Page 29)



TOP—Left to right, Dawson Newton, Advertising Manager of the Florida Citrus Commission; Mayor Haydon Burns, of Jacksonville, and two Kroger representatives, B. F. Estep and Miss Betty Grigg, of Cincinnati, at the breakfast given by the Chamber of Commerce in Jacksonville in January.

CENTER—Orlando school children post citrus material provided by the State Chamber of Commerce and the Florida Citrus Commission.

BOTTOM—State Chamber is host at breakfast for 100 Kroger store managers and their wives during a tour of Florida. Note the citrus displays in the background.

County Activities and Personalities

E. C. Chewning of Cross City and Chairman of the **Lake County** commission was among the out-of-towners attending the formation of a strong central committee to represent the retailers in every county. This organization was recommended by merchants who came to Perry recently to formulate plans for furthering the interests of the retailer at the next legislative session. This was the first and initial meeting of the central committee. Future meetings and additions by the different groups also extending the scope of the area to include the greater portion of northwest Florida was declared advisable. Also present at the meeting was W. L. Fisher, secretary of the Dixie County Chamber of Commerce.

Herbert Wilson, serving on the Board of County Commissioners of **St. Johns County**, is assisting Ponte Vedra, Palm Valley and Palm Valley Gardens in encouraging access roads and other improvements in these areas. Ponte Vedra, which is one of the most admirably developed communities in the country, has gone full steam ahead under its own power, ever since the beach highway was built. It has its hotel, golf course and club houses, inn, surf club, swimming pool together with the many beautiful homes which line the ocean front. Palm Valley, a very old community, was the site of some famous plantations in the old Spanish days. Palm Valley Gardens, a new development, is rapidly becoming a growing community with its beautiful landscaping and homes along the East Coast Canal. Having seen so much done in recent years, we can envisage even greater progress in those years which lie ahead.

At a recent meeting of the Board of County Commissioners of **Okaloosa County**, it was suggested by Senate President Newman Brackin that immediate action shall be taken on a "face lifting job" for the court house. Members of the board had been contemplating the best way to use funds available for improvement and de-

cided finally to paint the building and wait until later for further improvements. Another structure much discussed and finally ready to occupy is the new Welfare Building. It was officially accepted by the County Commissioners and is being occupied by the Welfare Board.

Construction on Road 19 (North of Pittman through the national forest to Road 40, from Astor Park to Ocala) finally has begun. Upon completion of this road in **Lake County**, it will provide a direct route from Jacksonville through Palatka. As soon as a survey team is available, a survey has been promised from Tavares to Eustis to Umatilla to the point where the present work has been started, according to Frank E. Owens, chairman of the **Lake County** Board of Commissioners, and Senator J. Edwin Baker. It will take 276 days to finish this contract on the road. The link from Palatka to this point should be built by 1952. Among those present at the ground breaking ceremonies last month were Mayor Louis C. Vogt, Eustis; Mayor W. B. Calhoun, Umatilla; Mayor Fletcher Crane, Mount Dora; Mayor Irving Burleigh, Tavares; Chairman of the Board of County Commissioners, Frank E. Owens; Commissioner H. Lightfoot; H. Frank Isted, president First State Bank, Eustis; State Representative H. H. Hethcox and Senator Baker.

Dedication of the new \$290,000 Delray Beach Bridge was made last month before an estimated 600 officials, residents and visitors by Mayor John N. Kabler. Lake Lytal, Chairman of the Board of County Commissioners of **Palm Beach County**, expressed the pleasure of the commissioners to join with County Commissioner C. Y. Byrd in presenting the new span to the people of this area. Mr. Byrd announced at the dedication that it was to be his last public appearance before retiring from the office which he has held for 18 years. A comprehensive resume of the five-year activity which led to the dedication was given by T. M. O'Neal, former county

commissioner. Others who were introduced and spoke briefly were: State Senator John Beacham, State Representative John Bollinger, Risdon Boykin, State Road Department Representative, County Engineer J. M. Boyd, City Manager Charles E. Black; and E. L. Evensen, Chamber of Commerce Secretary-manager. The new span was dedicated as a "monument to civic-minded citizens," and for three principles, progress, unity, and active individual participation in democratic government.

Broward County Commissioner Tony Salvino received word recently from Merrill P. Barber, Board Member from the Fourth District, that U. S. 1 through Dania will be widened from the Dania Cut-Off Canal to the old Dixie at the south end of Dania. The Governor, Fuller Warren, had promised in a speech in Dania, to widen this highway, and has directed Mr. Barber to have this done when possible. Mr. Barber sent word to the Dania city officials, State Representative Ted David, Judge Lester Merri-man, from Vero Beach, Mr. Barber's personal attorney and attorney for the State Road Department Risdon Boykin, Assistant Attorney for State Road Department in Fort Lauderdale, after which a meeting was planned to discuss the new project. The County was represented by Commissioner Tony Salvino and County Attorney John Lloyd. The City was represented by the City Commissioners and City Manager. District Engineer J. M. Watson of Fort Lauderdale has been instructed to proceed with the plans. The right-of-way has been acquired for many years, but this year is the first the project was included in the budget.

OOLITE ROCK COMPANY NOW IN SOUTH MIAMI

The Oolite Rock Co. is now located in new offices at 4811 SW 72nd Ave., South Miami. Phone is 87-1931 and mailing address, P. O. Drawer 868, South Miami.

O. H. Tompkins is now sales and office manager, and R. E. Kenney is in charge of materials for state projects.

Selling Florida Story to Floridians

**Hays and Realtors Stress Need for "Telling the Florida Story"
To Floridians as Well as Rest of World**

By JIM FORSYTH
(Florida Association of Realtors)

literally and figuratively—on solid ground."

In Orlando, when they think of a conservative man, they invariably think of O. P. Swope, and it was he who spoke next. Swope has for 14 consecutive terms headed the Florida Real Estate Commission, steering realty progress in Florida safely and sanely over many an imposing hurdle. Besides administering the State's real estate laws, Swope presides over the First Federal Savings & Loan

Association (which was launched in 1935 with assets of \$5,100 and today boasts assets in excess of \$20,000,000) keeping an eagle eye peeled on real estate loans made by that substantial institution.

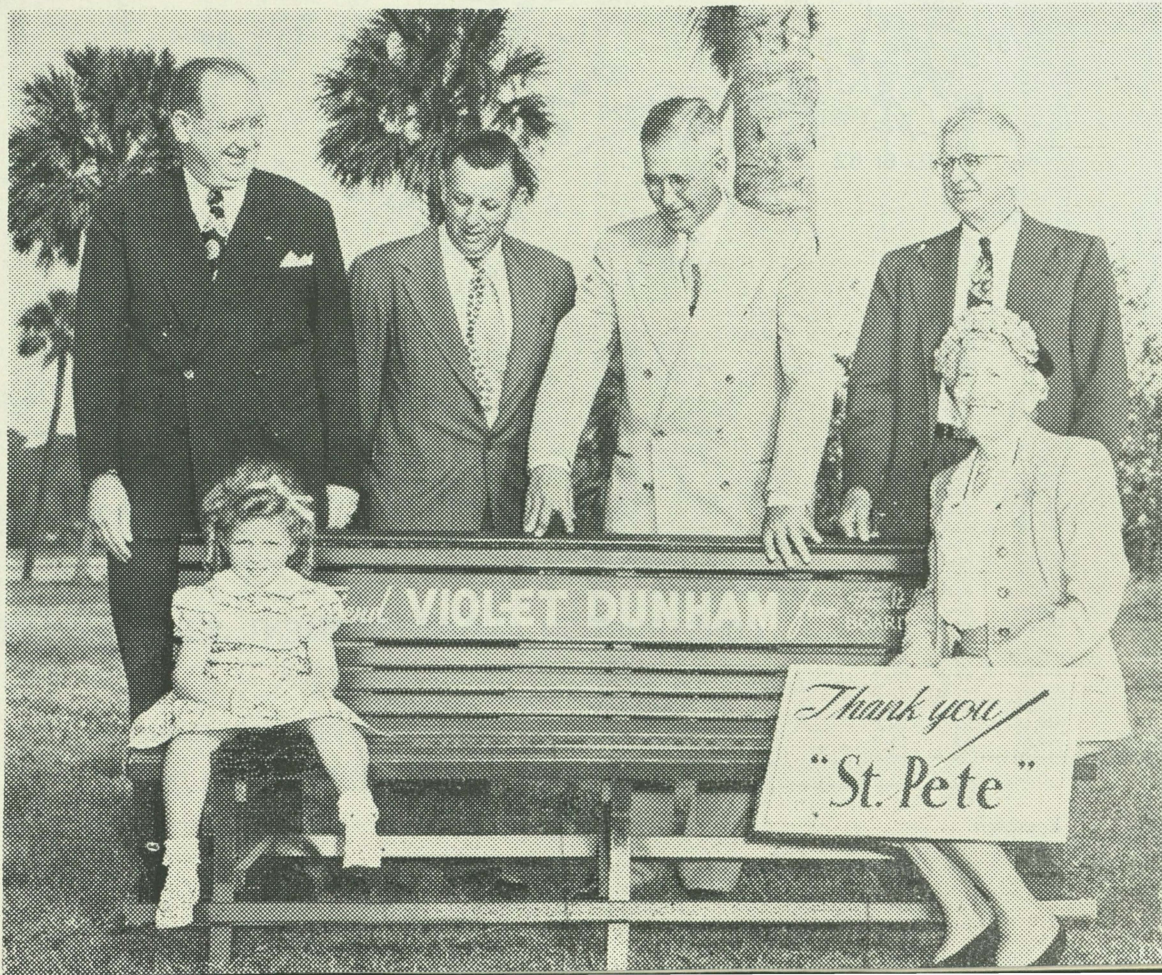
But Swope is also a veteran Realtor who likes to see his salesmen busy, and not only busy but bringing in the business. Swope has been "through the wars," so to speak. He has seen Florida real estate at its highest and lowest ebbs, and he has closely observed it—in actual prac-

(Continued on Page 27)

A GREEN BENCH FROM ST. PETERSBURG, presented to Violet Dunham, executive secretary of the Florida Association of Realtors—in recognition of twenty years of unparalleled service to Florida—brought out an Orlando welcoming committee comprised of Walter L. Hays (left), president of the Florida State Chamber of Commerce; S. Merle Heasley, president of the Florida Association of Realtors; Mayor William Beardall, Orlando; and O. P. Swope, chairman of the Florida Real Estate Commission.

After the ceremonies, and while seated on the bench "talking Florida," these outstanding Floridians came up with an idea for the further advancement of the Sunshine State that bids fair to speed its growth and prosperity. The new program, evolved from the idea, would "sell Florida to Florida people" through an expanded educational and publicity campaign. Details appear in an adjoining column.

Mrs. Dunham (seated, right) holds down her end of the bench, and a "Thank You!" message to her St. Petersburg friends. Holding down the other end of the bench, though not bursting with assurance, is little, red-headed Jill Forsyth, daughter of the writer of this article.



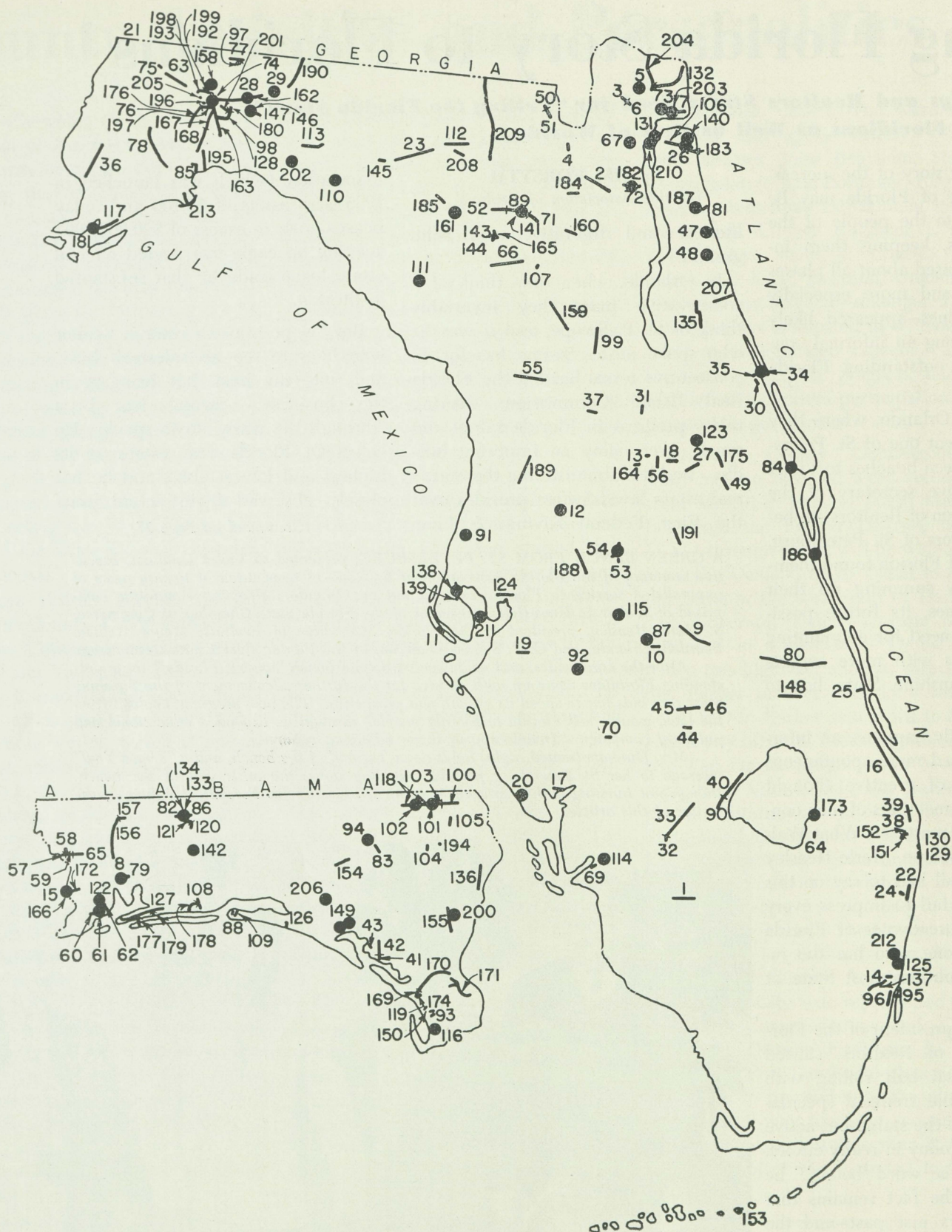
That the great story of the increasingly great State of Florida may be told and "sold" to the people of the State themselves, keeping them informed and enthused about all phases of Florida life—and more especially Florida land values—appeared likely this week following an informal conference of four outstanding Florida citizens.

Conferring at Orlando, where they gathered to present one of St. Petersburg's famous green benches to Violet Dunham—executive secretary of the Florida Association of Realtors—in behalf of the Realtors of St. Petersburg, these four men of Florida found themselves informally summing up their State's land values, its future possibilities, and the need for acquainting fellow Floridians with more aspects of what the Sunshine State has to offer.

As so frequently happens, an informal session proved more spontaneous and productive of creative thought than do planned meetings of men considering weighty matters. What Walter Hays, O. P. Swope, Merle Heasley and Billy Beardall had to say on this occasion cannot fail to impress every present and future owner of Florida land, and everyone who has the interests of the Southernmost State at heart.

Heasley, new president of the Florida Association of Realtors, started the conversational ball rolling with a reference to the frenzied speculations of 1925 and the stable but active market existing today in realty circles.

"I don't like the word 'boom,'" he declared, "but the fact remains that during the years just past—and the days which lie ahead—we have more or less experienced real estate activities of boom proportions, and taken them in our stride, with sales for 1949 up in the \$700,000,000 bracket. Fortunately," he went on, "realty movement has been orderly and consistent, and Florida has been building—both



CONSTRUCTION AND BETTERMENT JOBS COMPLETED

BY

STATE ROAD DEPARTMENT OF FLORIDA

(FOR DETAILS SEE TABLES ON FOLLOWING PAGES)

DESCRIPTION OF JOBS COMPLETED

January 1 Through December 30, 1949

No. County	S. R. No.	Job No.	Type of Const.	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost
1. Collier	846	0302-201	RBST	8.6	Immokalee to Hendry Co. Line	Hooper Const. Co.	6-47	2-49	314,851
2. Clay	218	7112-201	Grade	13.0	From SR 200 to SR 21	Duval Eng. & Const. Co.	5-48	2-49	261,926
3. Nassau	115	7407-102	RBST	5.2	Duval Co. Line to Callahan	Marion Const. Co.	6-48	1-49	280,122
4. Baker	125	2704-201	RBST	6.0	North of Glenn St. Marys	B. B. McCormick & Sons	2-47	1-49	243,169
5. Nassau	200	7404-108	Remove Br.	16'	Br. No. 34	W. L. Ives Const. Co.	10-48	1-49	13,629
6. Duval	115	7215-103	Widen	0.2	South of Thomas Creek	Marion Const. Co.	6-48	1-49	8,063
7. Duval	105	7225-201	SBST	2.5	West of Fort George	Duval Eng. & Const. Co.	3-48	2-49	219,523
8. Santa Rosa	10	5801-106	New Br.	330'	Br. No. 4A	Noonan Const. Co.	4-48	1-49	110,197
9. Polk	60	1613-107	Widen	12.5	West of Kissimmee River	Belcher Oil Co.	8-47	1-49	193,223
10. Polk	630	1615-105	SBRM	1.7	East of Frostproof	Belcher Oil Co.	8-47	1-49	19,208
11. Pinellas	699	1510-109	Widen	0.3	North of Johns Pass	State Forces	10-48	1-49	9,300
12. Pasco	35	1405-307	Br., 578', RBST	0.8	North of Dade City	Cone Bros.	12-47	1-49	207,068
13. Orange	448	7517-102	Rtd.	0.8	Lake Co. Line East	Langston Const. Co.	11-48	1-49	5,719
14. Broward	824	8620-102	Widen	1.4	In Hallandale	R. H. Wright & Son	5-48	2-49	233,297
15. Escambia	10	4801-203	New Br.	710'	Alabama State Line	Noonan Const. Co.	1-47	2-49	186,877
16. Martin	5	8901-904			R/W Beautification	Rubin Const. Co.	7-48	2-49	54,184
17. Charlotte	45	0101-203	RBST	1.9	Collier Bridge North	Langston Const. Co.	5-48	2-49	130,716
18. Orange	436	7512-103	Rtd.	2.3	Apopka to Seminole Co. Line	Langston Const. Co.	11-48	1-49	16,164
19. Hillsborough	674	1012-103	Rtd.	4.9	SR 43 to 49 Mi. East		5-47	12-47	28,815
20. Sarasota	775	1705-105	Remove Br.	24'	South of Venice	State Forces	3-49	4-49	1,554
21. Gadsden	269A	5018-101	SCST	0.4	SR 10 to Ga. Line	State Forces	6-49	8-49	12,782
22. Palm Beach	5	9301-202	Rtd.	6.180	Broward Co. Line North		9-47	5-48	382,520
23. Suwanee	250	3702-	SBRM	12.1	Dowling Park to SR 51	Marion Const. Co.	3-48	2-49	182,439
24. Palm Beach	808	9326-101	AC	0.3	In Boca Raton	Mills Const. Co.	11-48	4-49	46,661
25. St. Lucie	A1A	9406-104	RBST	2.1	In Fort Pierce	Belcher Oil Co.	1-49	4-49	43,498
26. Duval	212	7219-107	AC	9.2	Hogan Road to San Pablo Road	Duval Eng. & Const.	9-47	3-49	1,165,182
27. Seminole	426	7706-104	Rtd.	6.8	Orange Co. Line to Oviedo	Langston	11-48	1-49	49,239
28. Leon	10	5502-103	Bridges	244'	Tallahassee to Jefferson Co.	Wainer Const. Co.	7-48	3-49	72,979
29. Jefferson	10	5401-110	Bridge	242'	Leon Co. Line to Monticello	Wainer Const. Co.	7-48	3-49	79,060
30. Volusia	5	7901-203	AC	2.3	In Daytona		11-47	3-49	474,706
31. Lake	44-19	1105-105	AC	1.8	In Eustis	Marion Const. Co.	12-48	3-49	63,690
32. Hendry	29	0706-201	SBRM	0.5	North of LaBelle	Cone Bros.	4-48	4-49	16,326
33. Glades	29	0509-201	SBRM	12.5	Co. Line to Harrisburg	Cone Bros.	4-48	4-49	414,284
34. Volusia	A1A	7908-104	Bridge	1777'	Daytona Beach	Tidewater Const. Co.	3-47	10-48	1,503,597
35. Volusia	A1A	7908-109	AC	0.2	Daytona Beach	State Forces	8-48	3-49	24,706
36. Liberty	65	5604-107	Sand Clay	10.9	Franklin Co. Line to	State Forces	1-45	5-49	40,000
37. Sumter	44	1807-103	RBST	4.7	Wildwood East to SR 468		8-48	5-49	158,588
38. Palm Beach	5	9302-107	AC	2.4	In Riviera	Brinson Const.	6-48	6-49	725,178
39. Palm Beach	5	9304-108	AC	1.0	In Lake Park	Brinson Const.	6-48	6-49	252,223
40. Glades	78	0502-106	SBRM	10.8	From Lakeport to Indian Prairie				
41. Bay	389	4613-101	SBRM	11.1	Bridge	Belcher Oil Co.	2-47	6-49	478,436
42. Bay	389	4613-102	SBRM	3.0	City Docks to SR 30	Coggins & Deermont	12-48	6-49	95,545
43. Bay	391	4611-101	SBRM	3.2	SR 30 to SR 75	Coggins & Deermont	12-48	6-49	78,280
					SR 75 to Airport	Smith Eng.	7-48	6-49	81,334
44. Highland	621	0913-201	SBRM	5.9					39,644
45. Highland	66	0911-107	SBRM	0.9	SR 25 East to ACL RR	Conner Const. Co.	12-48	5-49	124,403
46. Highland	66	0975-101	SBRM	10.1	SR 25 East to SR 17	Conner Bros.	5-48	6-49	27,097
47. St. Johns	5	7501-107	Widen Br.	243'	SR 17 to Loradia	Cone Bros.	5-48	6-49	540,733
48. Flagler	5	7301-103	Widen Br.	219'	Br. No. 1 & 2	Hubbard Const. Co.	8-48	2-49	27,527
49. Orange	520	7514-101	Grade	5.1	Br. No. 8	Hubbard Const. Co.	11-48	2-49	24,065
50. Baker	125	2704-103	RBST	1.1	SR 50 at Bithlo Southeast	Hubbard Const. Co.	12-48	6-49	164,000
51. Baker	125	2704-202	RBST	2.2	National Forest to Taylor	Duval Eng.	11-47	5-49	101,879
52. Columbia	18	2910-201	Br. 210', SBRM	4.6	In National Forest	Duval Eng.	11-47	5-49	74,035
53. Polk	559	1616-301	RBST	0.2	SR 25 to Union Co. Line	Hall Const. Co.	4-48	5-49	144,621
54. Polk	33	1607-301	Br. 322', RBST	0.5	In Polk City	Ryan Const. Co.	8-48	5-49	13,834
55. Marion	484	3615-103	Rtd.	11.0	In Polk City	Ryan Const. Co.	8-48	5-49	155,775
56. Orange	437	7518-101	SBRM	6.0	SR 45 in Dunnellon to SR 200	Cobb Const. Co.	5-46	9-46	49,063.38
57. Escambia	99	4821-101	SCST	0.1	From Plymouth South	Hubbard Const. Co.	8-48	5-49	118,735
58. Escambia	99	4821-102	SCST	2.8	From SR 99 West to Post Office	Noonan Const. Co.	1-48	7-49	1,479
59. Escambia	99	4821-201	SCST	2.4	Barrineau Park North	Ray Const. Co.	8-48	6-49	94,179
60. Escambia	292	4805-105	AC	1.9	SR 196 to Barrineau Park	Noonan Const. Co.	1-48	7-49	84,453
61. Escambia	292	4805-102	Bridge	405'	SR 295 North	Smith Eng.	2-49	3-49	32,503
62. Escambia	292	4805-103	Conc.	0.4	Bayou Chico	Hardaway Const.	5-47	5-49	680,245
63. Gadsden	10	5003-202	SBRM	13.4	Approach to Bridge	Noonan Const.	4-47	5-49	100,000
64. Palm Beach	715	9323-103	RBST	1.6	Quincy to Leon Co. Line	R. B. Tyler	1-48	6-49	698,498
65. Escambia	196	4809-201	SCST	5.0	In Pahokee	R. B. Tyler	6-46	6-46	7,635
66. Alachua	26	2607-106	RBST	18.5	SR 99 to SR 95	Noonan Const. Co.	1-48	7-49	115,302
67. Duval	21	7217-107	Rtd.	0.5	SR 45 in Newberry to Gainesville	Cragg Const. Co.	5-48	6-49	412,111
68. Indian River	512	8804-901	Mineral Seal	11.0	Cedar Creek Br.	Duval Eng. Co.	4-48	7-49	118,938
69. Lee	867	1204-104	RBST	1.0	Fellsmere to Sebastian	A. O. Greynolds Co., Inc.	7-49	8-49	9,494
70. DeSoto City	St.	0400-103	Retread		In Fort Myers	J. W. Conner	12-48	7-49	146,716
71. Bradford	18	2804-201	SBRM	5.7	In Arcadia	J. W. Conner	7-49	7-49	5,806
72. Clay	220	7114-102	RBST	1.8	Union Co. Line to Brooker	L. L. Hall Const. Co.	5-48	7-49	216,950
73. Duval	105	7225-105	New Br. 591', SBST	0.4	Lee's Corner to SR 15	M. J. Carroll Const. Co.	12-48	7-49	82,767
74. Leon	61	5510-901	Drop Inlets		Broward River Bridge	Okeechobee Const. Co.	12-47	7-49	96,337
75. Gadsden		5015-101	SCST		Adams St. in Tallahassee	State Forces	6-49	7-49	1,980
76. Leon	373	5575-102	SCST	1.3	Farmers Market in Quincy	State Forces	9-48	7-49	1,760
77. Leon	12	5527-101	SCST	6.0	SR 61 to SR 373	A. F. Rich	1-49	7-49	34,272
78. Wakulla	375	5975-101	SBRM		SR 155 East to SR 61	C. E. Const. Co.	2-49	7-49	65,315
79. Santa Rosa	10	5801-105	Drainage Ditch		Sopchoppy to Leon County Line	C. E. Const. Co.	12-48	12-49	592,696
80. Indian River	60	8806-902	Mineral Seal	21.9	In Milton	State Forces	5-49	6-49	8,000
81. St. Johns	5	7801-108	Bridge	239'	Osceola County Line East	A. O. Greynolds Co., Inc.	7-49	8-49	25,216
82. Okaloosa	2	5710-105	SCST		In St. Augustine	R. H. Blackwell	7-48	8-49	117,541
83. Washington	273	6110-101	SCST	6.8	Yellow River Approaches	Coggins & Deermont	10-48	4-49	33,825
84. Brevard	402	7016-108	Bridge	1916'	Orange Mills to Chipley	Coggins & Deermont	4-48	4-49	45,000
85. Wakulla		5900-104	SBRM	1.6	Near Titusville	Cleary Bros.	4-48	3-49	768,302
86. Okaloosa	2	5710-104	SCST	4.9	SR 30 to Rock Landing	State Forces	1-49	5-49	16,131
87. Polk	17	1609-301	RR Signals		Oak Grove to SR 85	Coggins & Deermont	3-49	7-49	90,000
88. Okaloosa	30 Alt.	5714-103	SBRM	1.9	South of Frostproof	SAL RR	7-49	8-49	8,913
89. Union	18	3907-201	SBRM	7.3	SR 30 to Joe's Bayou	Covell	1-49	8-49	49,707
90. Glades	78	0502-108	MBST	2.6	Columbia Co. Line to Bradford	L. L. Hall Const. Co.	4-48	8-49	192,099
91. Pasco	55	1403-114	Bridge	217'	Northwest of Moore Haven	J. W. Conner	7-48	12-48	32,934
92. Hardee	62	0602-104	Bridge	77'	New Port Richey	Cobb Const. Co.	4-48	7-49	225,888
93. Gulf City	10	5175-105	SBRM	0.7	Horse Creek Bridge	State Forces	6-49	6-49	6,210
94. Washington	10	6101-110	Culverts		South of Port St. Joe	Faulk & Coleman	5-9	12-49	33,300
95. Dade	828	8708-105	AC	0.7	In Chipley	State Forces	7-48	4-49	9,090
96. Dade	5	8703-106	AC	5.5	North Bay Island	Mac Asphalt Corp.	6-49	8-49	14,254
97. Leon	12	5527-102	SCST	1.3	Miami and Miami Shores	Macasphalt Corp.	6-49	8-49	138,364
98. Leon	261	5575-101	SCST	5.8	Lake Imonia to SR 12	C. E. Const. Co.	2-49	7-49	13,670
99. Marion	315	3619-102	SBRM	11.5	SR 363 to Old St. Augustine Rd.	A. F. Rich	1-49	7-49	59,266
					SR 40 to Fort McCoy	Cobb Const. Co.	10-46	8-47	49,540

DESCRIPTION OF JOBS COMPLETED

January 1 Through December 30, 1949

No. County	S. R. No.	Job No.	Type of Const.	Length Miles or Feet	Location	Construction Agency	Month Started	Month Completed	Cost
100. Jackson	2	5307-103	SCST	5.4	Malone	State Forces	9-46	8-49	444,097
101. Jackson	2	5307-202	Bridges	1551'	West of Malone	Petterson & Earnhardt	5-48	6-49	205,621
102. Jackson	2	5307-109	Bridge	75'	East of Campbellton	Felix Const. Co.	3-49	6-49	22,138
103. Jackson	2	5307-110	SCST	8.8	Campbellton to Malone	Coggins & Deermont	7-49	.....	19,060
104. Jackson	.....	5320-102	SCST	0.1	Industrial School	State Forces	4-49	6-49	3,000
105. Jackson	71	5309-108	SCST	0.3	In Greenwood	State Forces	1-48	6-49	19,075
106. Duval	212	7219-110	Sprigging	1.0	East of Jacksonville	State Forces	6-49	9-49	15,000
107. Alachua	.....	2620-102	Sand Seal	.....	Gainesville Farmers Market	State Forces	5-49	8-49	2,909
108. Okaloosa	.....	5711-101	SBRM	4.3	Ft. Walton to Military Res.	Smith Eng. & Const.	5-48	8-49	106,523
109. Okaloosa	30 Alt.	5714-103	SBRM	2.0	SR 30 to Destin P. O.	A. B. Covell	1-49	8-49	49,707
110. Taylor	30	3806-104	Remove Br.	46'	Remove Br. No. 17 in Foley	State Forces	8-49	8-49	4,975
111. Dixie	55	3001-110	Remove Br.	92'	Remove Br. No. 28129	State Forces	6-49	8-49	6,242
112. Suwannee	136	3705-101	SBRM	11.4	Live Oak to Columbia Co. Line	Marion Const. Co.	3-48	9-49	162,586
113. Taylor	14	3810-201	Grade	10.3	SR 20 to Madison Co. Line	Caddell & Jackson	12-48	10-49	248,691
114. Lee	80	1202-301	Signals	.....	In Fort Myers	ACL RR	8-49	9-49	8,390
115. Polk	60	1611-302	Signals	.....	1 Mile West Bartow	SAL RR	8-49	9-49	7,338
116. Gulf	30	5101-903	Steel Splashwall	4000'	Along St. Joseph's Bay	State Forces	.....	9-49	31,975
117. Franklin	30	4901-905	Stabilize Shoulders	9.9	Opalocka Bay fill East 10 miles	State Forces	.....	8-49	22,000
118. Jackson	2	5307-110	Surface Treatment	.....	Campbellton to Cowart Creek	State Forces	.....	9-49	19,060
119. Gulf	City St.	5175-104	SBRM	0.6	In Beacon Hill	Faulk & Coleman	7-49	11-49	10,786
120. Okaloosa	City St.	5700-107	SCST	0.3	In Laurel Hill	Faulk & Coleman	.....	9-49	5,775
121. Okaloosa	City St.	5700-106	SCST	0.6	SR 85 to Laurel Hill School	Faulk & Coleman	7-49	9-49	6,083
122. Escambia	95	4804-103	Storm Sewer	.....	North of Pensacola	Faulk & Coleman	.....	8-49	11,605
123. Seminole	City St.	7700-201	RR Signals	.....	In Sanford (French Ave.)	ACL RR Co.	9-49	10-49	10,400
124. Hillsborough	600	1003-204	Conc.	.....	SR 45 East to 50th St.	Brinson & Cone	12-48	10-49	1,458,334
125. Broward	A1A	8603-901	Fenders	.....	Dania Bridge	State Forces	8-49	10-49	10,084
126. Walton	395	6004-906	Sand Seal	2.4	SR 30 to Gulf	State Forces	.....	9-49	1,137
127. Santa Rosa	30	5803-107	Shoulders	24.0	From Bay Bridge to County Line	State Forces	6-48	9-49	28,215
128. Leon	261	5526-102	Sprigging	5.8	SR 61 to Old St. Augustine Road	State Forces	.....	9-49	2,907
129. Palm Beach	A1A	9306-106	Rtd.	1.9	In Ocean Ridge	Brinson Const. Co.	9-48	4-49	95,142
130. Palm Beach	A1A	9306-110	Rtd.	0.8	In Manalopau	Cleary Bros.	12-48	10-49	177,638
131. Duval	5	7207-902	Piers on Bridge	.....	St. Johns River Bridge	Okeechobee Const. Co.	8-49	10-49	14,724
132. Nassau	200	7406-109	Shoulders	9.3	Yulee to Fernandina	State Forces	2-49	11-49	10,000
133. Okaloosa	2	5710-201	Bridge	1217'	Yellow River Bridge	Coggins & Deermont	8-48	8-49	262,925
134. Okaloosa	2	5710-106	Rip rap	.....	Yellow River Bridge	A. B. Covell	8-49	9-49	6,600
135. Flagler	305	7307-101	SBRM	10.4	SR 100 to Deenville	L. L. Hall	12-48	10-49	365,617
136. Calhoun	69	4703-102	SCST	6.6	North of Blountstown to Jackson Co.	Faulk & Coleman	9-48	10-49	216,670
137. Dade	9	8724-213	Gr. and Dr.	7.1	Opalocka to Broward Co. Line	H. E. Wolfe Const. Co.	1-49	10-49	647,799
138. Pinellas	55	1515-302	Gr. and Br.	0.6	Near Coachman	H. E. Wolfe Const. Co.	1-49	8-49	188,177
139. Pinellas	55	1515-202	Gr.	7.1	SR 60 North	H. E. Wolfe Const. Co.	1-49	8-49	156,502
140. Duval	A1A	7210-903	Revertments	.....	Pablo Creek Bridge	State Forces	10-49	11-49	4,202
141. Union	18	3907-301	RR Signals	.....	Worthington Springs	ACL RR	10-49	10-49	5,650
142. Okaloosa	85	5705-108	Storm Sewer	.....	In Crestview	State Forces	.....	10-49	12,396
143. Alachua	20	2602-206	SBRM	.....	In High Springs	Marion Const. Co.	8-49	11-49	178,280
144. Alachua	45	2603-110	SBRM	0.3	In High Springs	Marion Const. Co.	8-48	11-49	13,240
145. Lafayette	250	3206-102	RBST	1.5	SR 53 East to LOP & G RR	Cragg Const. Co.	9-49	11-49	19,570
146. Leon	20	5508-106	SCST	0.6	Rem. Br. No. 31	A. F. Rich	5-49	10-49	31,480
147. Jefferson	20	3402-107	SCST	0.2	Leon County Line	A. F. Rich	5-49	10-49	8,496
148. Okaloosa	68	9407-202	.....	.....	.....	H. E. Wolfe Const. Co.	9-46	10-49	465,494
149. Bay	388	4607-201	Gr. and Br.	3.5	Burnt Mill & Crooked Creek	S. M. Wall	1-49	10-49	199,241
150. Gulf	City St.	5175-103	SBRM	1.7	North of Intercoastal Canal	Faulk & Coleman	6-49	12-49	38,698
151. Palm Beach	809	9375-106	Rtd.	2.0	SR 80 to SR 704	Rubin Const.	8-49	10-49	17,105
152. Palm Beach	704	9375-108	Rtd./AC	4.2	SR 809 to Olive St.	Rubin Const. Co.	10-49	11-49	57,966
153. Monroe	905	9000-901	Shoulders	4.0	Boca Chica Channel Northeast	State Forces	10-49	11-49	1,460
154. Washington	280	6109-901	Pave Ditches	.....	Snots between SR 79 and Hinson	State Forces	.....	10-49	19,242
155. Calhoun	73	4775-102	SCST	9.3	SR 71 North to Frink	Faulk & Coleman	10-48	10-49	227,450
156. Santa Rosa	197	5807-201	SCST	11.3	Chumuckla North 11.3 Miles	J. D. Manly Const. Co.	11-48	10-49	190,014
157. Santa Rosa	197	5807-103	SCST	1.4	South of Jay	J. D. Manly Const. Co.	11-48	10-49	19,200
158. Leon	63	5501-107	SCST	1.0	Remove Br. No. 2, Raise Fill	State Forces	2-49	9-49	86,000
159. Marion	25	2603-104	RBST	10.9	Lowell to Alachua Co. Line	Cragg Const. Co.	8-46	9-47	343,032
160. Bradford	18	2808-201	RBST	4.2	Hampton East to SR 100	Cragg Const. Co.	12-48	10-49	140,487
161. Suwannee	20	3703-302	RR Signals	.....	Branford	ACL RR	10-49	11-49	6,522
162. Leon	10	5502-110	Widen Shoulders	13.4	Tallahassee to Jefferson Co. Line	State Forces	.....	11-49	14,927
163. Leon	61-263	5504-107	Widen Shoulders	10.5	Wakulla Co. Line to Tallahassee	State Forces	.....	11-49	11,649
164. Lake	455	1118-103	SBRM	3.2	SR 459 to SR 19	W. H. Armstrong	10-49	11-49	49,500
165. Alachua	25	2602-206	Retread	2.6	Thru High Springs	Marion Const. Co.	8-48	11-49	178,280
166. Escambia	10	4801-105	Rip Rap	.....	Perdido River Br.	State Forces	2-49	11-49	151,853
167. Leon	369	5517-201	SBRM	4.4	Wakulla Co. Line to SR 61	Caddell & Jackson	6-48	11-49	110,080
168. Wakulla	369	5902-201	SBRM	9.1	SR 61 in Crawfordville to Leon Co.	Caddell & Jackson	6-48	11-49	292,696
169. Bay	386	4610-201	SBRM	0.1	SR 30 to Gulf Co. Line	Smith Eng. Co.	6-47	11-49	2,000
170. Gulf	386	5104-201	SBRM	19.4	Bay Co. Line to SR 71	Smith Eng. Co.	6-47	11-49	559,809
171. Gulf	381	5175-101	SBRM	10.5	SR 71 to Willis Landing	Faulk & Coleman	11-48	11-49	269,600
172. Escambia	10	4801-105	Widen Shoulders	4.0	Perdido River Bridge to SR 10A	State Forces	5-49	11-49	151,853
173. Palm Beach	703	9308-107	Bridge Approaches	0.3	Singer Island Bridge	Brinson Const. Co.	10-49	11-49	46,972
174. Gulf	.....	5175-102	SBRM	1.5	South of Port St. Joe	Faulk & Coleman	5-49	12-49	48,567
175. Seminole	426	7706-901	Mineral Seal	7.8	Oviedo to SR 46	Cobb Const. Co.	11-49	11-49	7,844
176. Leon	373	5575-101	SCST	9.7	SRD to Wakulla County Line	A. F. Rich	.....	11-49	129,224
177. Escambia	399	4875-101	SBRM	1.7	SR 30 South to Gulf	Saint Lou Is. Br. Cont.	6-48	9-49	.....
178. Okaloosa	.....	5711-102	SBRM	1.8	Marv Ester to Ft. Walton Road	Smith Eng. Co.	11-48	11-49	39,758
179. Santa Rosa	.....	5900-106	SCST	0.5	SR 30 to Boy Scout Camp	State Forces	5-49	11-49	4,500
180. Leon	364	5521-101	SCST	4.2	SR 20 East to Co. Road	County Forces	9-47	10-49	26,779
181. Franklin	30	4901-906	Br. Repair	.....	Apalachicola River Bridge	State Forces	11-48	11-49	7,500
182. Clay	220	7114-103	S & C Br.	301'	Swimming Pine Creek	S. M. Wall	8-49	12-49	47,322
183. Duval	212	7219-109	S & C Br.	515'	Pablo Creek Bridge	George D. Aucher	5-48	12-49	716,675
184. Bradford	225	2811-101	SBRM	5.7	SR 16 East to SR 200	C & E Const. Co.	6-48	12-49	156,397
185. Lafayette	20	3801-106	RBST	2.6	SR 349 to Suwannee Co. Line	State Forces	8-49	12-49	26,644
186. Brevard	3	7013-922	Bridge	.....	Extend Drw on Mathers Bridge	State Forces	11-49	12-49	5,626
187. St. Johns	A1A	7803-108	Rtd.	0.7	SR 5 to Vilano Beach	R. T. Gordon	4-46	6-46	5,737
188. Polk	35	1621-902	ST	9.4	Providence to Pasco Co. Line	W. H. Armstrong	10-49	12-49	31,056
189. Hernando	45	0801-901	Seal	8.7	Brooksville to Citrus Co. Line	W. L. Cobb	12-49	12-49	10,189
190. Jefferson	149	5408-901	Min. Seal	8.0	Monticello to Ga. Line	A. F. Rich	11-49	11-49	6,733
191. Osceola	531	9211-101	RBST	10.2	Johnston Island to SR	Polk Const. Co.	7-49	11-49	57,767
192. Leon	158	5575-108	SCST	6.4	Tharpe St. to Lake Jackson	A. F. Rich	1-49	11-49	64,462
193. Leon	157	5575-109	SCST	4.5	SR 63 West to SR 10	A. F. Rich	1-49	11-49	60,502
194. Jackson	.....	5900-108	SCST	0.2	Milk Denot in Marianna	State Forces	9-48	3-49	3,052
195. Wakulla	365	5909-901	Min. Seal	8.5	Spring Creek to SR 61	A. F. Rich	11-49	11-49	6,467
196. Leon	.....	5518-115	SCST	.....	A & M Campus Streets	A. F. Rich	11-49	12-49	4,030
197. Leon	373	5519-105	Sprigging	.....	SR 373 East to SR 61	State Forces	7-49	12-49	8,998
198. Leon	158	5523-102	Sprigging	.....	SR 10 to SR 63	State Forces	8-49	12-49	5,676
199. Leon	157	5524-103	Sprigging	.....	SR 158 North to SR 63	State Forces	11-49	12-49	4,512
200. Calhoun	.....	4790-101	Br. Repairs	.....	Chipola River Alta. & Chann.	State Forces	11-49	12-49	4,000
201. Leon	364	5521-101	SCST	7.1	Old St. Augustine Road	Leon County	9-47	10-49	26,779

DESCRIPTION OF JOBS COMPLETED January 1 Through December 30, 1949

No. County	S. R. No. Job No.	Type of Const.	Length Miles or Feet	Location	Construction Agency	Month Started	Month Com- pleted	Cost
202. Taylor	30 3809-103	Br. Repairs	-----	Hampton Springs NW	State Forces	8-49	12-49	14,300
203. Duval	105 7225-903	Repair Br.	-----	Clapboard Creek	State Forces	7-49	12-49	43,573
204. Nassau	5 7402-903	Widening Street	13.4	Duval Co. Line to Ga. Line	State Forces	7-49	12-49	9,830
205. Leon	----- 5518-116	-----	-----	FSU Campus	State Forces	10-49	12-49	15,679
206. Walton	20 6003-902	Repaint Br.	-----	Choctawhatchee River	Geo. G. Tapper Co.	11-49	12-49	28,146
207. Flagler	11 7302-9C2	Min. Seal	8.2	Bunnell to Flagler Beach	W. L. Cobb	12-49	12-49	9,456
208. Suwanee	10 3701-901	Min. Seal	2.1	West of Wellborn	State Forces	11-49	12-49	2,584
209. Columbia	47 2907-901	Sand Seal	27.7	Lake City to Ga. Line	State Forces	10-49	12-49	13,122
210. Duval	13 7216-904	ST Bridge	2865'	St. Johns River	State Forces	10-49	12-49	8,489
211. Hillsborough	600 1013-9C2	Br. Repair	150'	Gandy Bridge	Pressure Cone Co.	9-49	12-49	25,497
212. Broward	----- 8675-101	Steel Br.	146'	Andrews Ave. Bridge	Powell Bros.	1-49	12-49	481,930
213. Franklin	370 4902-901	Min. Seal	11.1	SR 30 to Alligator & Bald Point	A. F. Rich	11-49	11-49	9,516

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S. R. D. Operations Report

Traffic and Planning Division

PLANNING SECTION—

INVENTORY AND MAPPING:

Office: Records were closed out and all construction work completed during 1949 and all necessary maps, straight line diagrams, plats, charts, section cards, etc. A great deal of work has been done in preparing maps and data for the Secondary System as a whole, and especially in counties where additions to the Federal Aid Secondary System are necessary in order to program construction work requested by the County Commissioners.

Work has also continued at rapid pace in preparing sketch maps and road logs for Project Statements on both the Primary and Secondary Federal Aid Systems.

The compilation of Form 570, which is a tabulation of all State Maintained Sections by Surface Groups, was completed and copies forwarded to all personnel requiring them on March 1st. This covers the State Primary System. Similar records of the Secondary System will be prepared as early as possible.

Field: In addition to the routine inventory of new construction the Field Engineers have been making special inventory surveys of Federal Aid Secondary Routes. These are required for the preparation of Sketch Maps and Road Logs in order that the Federal Aid Department can prepare Project Statements and program construction with Federal Participation.

A survey in detail is also being made of all Wayside Parks which have been constructed by the State Road Department over the past few years.

Aerial Mapping: Ground control was secured for new photography in Alachua, Gilchrist, Levy and Marion Counties. Road inventory was completed in Nassau County and Final Drafting under way on Collier and Duval Counties.

The new Hernando County map having been completed and sent to the printers, lithoprints are now available at the usual scale 1 inch equals 2 miles.

Road Life and Accounting: The routine operations consisted of recording cost records of construction and maintenance by Road Sections, assigning job numbers, and continuing the development of historical records on all construction for the purpose of carrying on Road Life Studies required by the Bureau of Public Roads.

Due to the expanded construction and maintenance program on the Primary and Secondary Systems an unusual number of Section and Job Number assignments have been required during this period.

Finance: All required Motor Vehicle Imposts and Financial reports have been prepared and submitted on schedule.

TRAFFIC SECTION:

Signs and Signals: Thirty field investigations were made and seventeen reports were submitted during the month.

Special Urban Surveys: The field work in connection with the Gainesville Urban Survey was completed on February seventh and the party moved to Bradenton and started an Origin and Destination survey of the Bradenton-Sarasota Urban Area on February 9th. The office analyses of the Gainesville Survey is now underway.

The field work on the Bradenton-Sarasota survey is expected to be completed by March 7th at which time the field party is scheduled to proceed to Clearwater for additional field operations.

Plans are now underway for a complete survey of the Miami Urban Area. State Engineers together with district and Washington representatives of the Bureau of Public Roads conferred with City officials recently. This survey will include both in-

ternal and external Origin and Destination data as well as parking studies. It is estimated that it will take approximately one year to gather the necessary field information.

The Freight Traffic Dept.

In a hearing before the Florida Railroad and Public Utilities Commission during the month of August 1949 the Redwing Carriers, Inc., sought to reduce the rates on petroleum products handled in over-the-road tank trucks. This proposal was opposed by other tank truck haulers as well as the railroads. In our report for the month of September we referred to a scale of rates which the railroads had proposed for distances up to 200 miles. Both of these propositions were suspended by the Florida Railroad and Public Utilities Commission and were set for re-hearing which was held during February 27th and 28th.

At the re-opened proceedings the tank truck carriers undertook to submit a uniform tariff for application on petroleum and petroleum products including asphalt and undertook to use it as a vehicle for expanding their operations to include the handling of asphalt in over-the-road trucks. The Florida Commission has frozen the rates as between truck lines and the rail lines on all petroleum products including asphalt and we have been trying for over a year to break the ice on this situation.

The Freight Traffic manager made a very strong plea before the Commission on the 27th again requesting that the rates on asphalt, whether by truck or by rail, be eliminated from this proceeding and we are hopeful of accomplishing that result.

We continue to handle routine problems and under the escalator clause in our contracts we recovered from the contractors on final estimates cleared during this month approximately \$900.00. Most of the materials used on these particular projects moved prior to any reductions in the freight rates.

The writer has cooperated with the Florida Improvement Commission in quoting rates for export on refrigerators from the Florida Ports in the hope that they might be able to locate a manufacturer in this State. This is in pursuance of the activities

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of the Industrial Committee recently appointed by the Governor and we anticipate receiving additional inquiries from them.

Division of Research and Records

Under the present administration the Division of Research and Records has undergone a much needed operation of face lifting. Usually this is a long and painful process. Although this face lifting change to a more appropriate title designation has taken a number of years before its accomplishment the actual transfer to the "Traffic and Planning Division" has been short and painless. The new title indicates the duties and responsibilities of the Division much more clearly. It is realized more and more in recent years that traffic engineering has become a necessary divisional function of a State Highway Department.

This Division, created in 1936, was then known as the Highway Planning Survey. It still remains one of the babies of the Department and still suffers from growing pains. Since its inception it has passed through several stages of development until now it contributes in a large measure to the operation and maintenance of essential records and maps and possibly of greater importance, is the source of nearly all of the traffic engineering data.

The Road Department, in line with the more progressive states has found it advantageous to combine the original Highway Planning Survey and the Traffic Engineering Division into a single operating agency.

This consolidation has proved advantageous through the economy of pooling State and Federal participating funds and personnel which in turn provides greater opportunities for cooperating in the assembly and distribution of various maps, records and traffic information.

As the new title implies there are two major sections within the Traffic Engineering and Planning Division; an Assistant Engineer heads each one of these sections.

Work in the Traffic Engineering Section embraces maintenance of statewide basic traffic data, planning and research projects, program priorities and traffic estimates, special surveys such as urban area studies, origin and destination surveys, and tourist movement. A special subsection undertakes field investigations and recommendations on traffic control and signal installations.

Another phase that might well be included under traffic engineering and given consideration as a future probability is that of traffic accidents and safety. This would have to do with studies and analyses on traffic accidents which may be caused in part from highway design features.

Under the Planning Section are assembled and maintained many State, County and Municipal maps and records as well as miscellaneous statistical information. Most of these data are accepted as the official records of the Department. This section is a most important and necessary one and as operated, avoids the necessity and expense of having to keep numerous duplicating records.

Cost and maintenance records by roadway sections on a current basis are a part of the duties of this section as well as recording a considerable volume of State, County and Municipal finance data relating to highways.

Truly we believe the new title of "Traffic Engineering and Planning" to be most appropriate. The Division will continue its efforts to serve the overall needs and requirements of the Department.

Division of Tests

Cement amounting to 5748 bbls. was tested and inspected at the source while a total of 40 tests were made on individual samples consisting of 12 chemical analyses, 14 alkali determinations and 14 physical tests.

Mixing water for concrete required a total of 16 individual tests consisting of 7 chemical analyses and 9 complete physical tests.

A total of 81 tests were made on fine aggregate, consisting of 37 gradings, 7 elutriations and 37 organic impurities, while 23 samples were tested complete.

Coarse aggregate required a total of 492 individual tests, consisting of 325 gradings, 10 unit weights, 154 abrasions and 3 elutriations.

A total of 654 concrete cylinders were tested to determine the compressive strengths, and 11 concrete mixtures were designed and furnished Project Engineers for use on various projects.

A total of 246 guard rail posts were tested, inspected and stamped at the source.

A total of 4 samples of brick were given the complete physical tests.

Concrete culvert pipe amounting to 8227

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lineal feet was tested, inspected and stamped at the source.

A total of 37 tests were made on corrugated metal pipe consisting of gage, and spelter determinations.

Reinforcing steel amounting to 266,848 lbs. was tested and inspected at the source, while 35 samples were given the complete physical tests.

Miscellaneous metals required a total of 2 tests consisting of one gage and one tensile strength determination.

Limerock required a total of 1801 individual tests consisting of 1705 chemical analyses and 96 gradations.

A total of 8 individual tests were made on paints, which consisted of the following: 2 pigment and vehicle determinations, 2 pigment analyses, 2 weight determinations, and 2 drying time determinations.

Bituminous materials required 343 individual tests, consisting of 194 viscosities, 48 penetrations, 36 bitumen solubles, 9 distillations, 11 flash points, 7 losses, 8 specific gravities, 7 softening points, 15 ductilities, 3 insolubles, 3 coke residue, and 3 creosote distillations. In addition to the above, 8 samples of emulsified asphalt were tested complete.

Mineral filler required 3 tests consisting of 2 gradations and one specific gravity.

Mineral aggregates required a total of 50 individual tests consisting of 48 gradations and 2 specific gravities.

106 individual tests were required on bituminous mixtures, consisting of 47 extractions, 47 gradings, and 12 stabilities. Six bituminous mixtures were designed and furnished for use on various projects.

One sample of premoulded joint filler was tested complete.

Soil samples required a total of 498 tests consisting of 37 gradings, 37 percent sand-silt and clay determinations, 176 bearing values, 37 liquid limits, 37 plastic indices, 27 centrifuge moisture equivalents, 27 field

moisture equivalents, 25 volumetric changes, 25 lineal shrinkages, 25 shrinkage limits, 25 shrinkage ratios and 20 Proctor tests.

Representatives of this Division inspected 1430 lin. ft. of piling and 189,252 FBM Lumber before treatment, and 1410 lin. ft. of piling and 165,587 FBM Lumber during and after treatment.

118 lin. ft. of expansion joint metal was inspected and tested at the source.

Six transport tanks used in transporting bituminous materials to State Road Department projects were calibrated by this Division.

Representatives of this Division travelled 2055 miles and made 348 base thickness determinations and 348 road width determinations, and checked 29¾ miles for straight-edge and template to see that it met the requirements for surface irregularities.

Representatives of this Division travelled 1635 miles and assisted in designing and controlling bituminous mixtures at Lakeland, Panama City, Daytona, Cocoa and West Palm Beach.

Representatives of this Division travelled 660 miles to adjust air entrained concrete mixtures at Starke, Leesburg, Perry and Daytona Beach.

This Division handled the properly au-

thorized testing on Project 1500-102, which consists of the following materials and their respective costs of testing: One concrete design mix, \$27.50; One coarse aggregate abrasion test, \$6.25; One sample of fine aggregate complete physical, \$13.75; 1150 bbls. of cement, tested and inspected at the source, \$35.88; 16 concrete cylinders tested in compression, \$28.00; Fine aggregate tested at the source consisting of one gradation, \$2.50 and one organic impurities, \$1.75; Coarse aggregate tested at the source required 6 gradations, \$16.50; reinforcing steel inspected and tested at the source, 28,015 tons, \$9.80; Oyster shell required the following tests, 3 gradations, \$8.25; 3 elutriations, \$6.00; One maximum density determination at optimum moisture on soil, \$13.00. The total cost of this testing amounts to \$169.18, for which the General Auditor will be furnished an itemized statement to be submitted to Pinellas County for reimbursement to the Department.

Bridge Division

Report of Operations for February, 1950

During the month of February planning in the bridge office was in progress on 15 projects, of which the following 7 were completed:

Section-Job	County	Road	Location and Description
1201-201	Lee	45	150-ft. Steel and concrete trestle over 10 mile canal 3 special culverts
1712-102	Sarasota	683	Culvert Extensions, Cottondale to Round Lake
5309-109	Jackson	75	334 ft. steel and concrete bridge over Massalina Bayou at Tarpon Dock in Panama City. Project includes a single leaf electrically operated bascule draw span
4600-102	Bay		75 ft. steel and concrete trestle over Dosten Bayou
4614-102	Bay	390-A	3 small all-concrete bridges between Roads 7 and 809
9375-102	Palm Beach	802	
1802-302	Sumter	50	182 ft. Overpass for SAL RR and culvert extensions

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Job 4600-102 in Panama City has been advertised with bids to be received in March. This bridge will be our second draw span for the current year.

Early in the month, Chairman McKethan approved the Bridge Department's recommendations regarding the alignment and general design features for the Pinellas-Manatee Bay Crossing over Lower Tampa Bay. Our recommendations were at considerable variance in many particulars from the original plans, including 2 miles of additional trestle to replace fill in water between 10 and 18 feet deep, roadway width changed from 24 feet to 28 feet, the geometry of the main channel span revised, rearrangement and combination of some of the smaller structures and the alignment of the South end changed to cross Terra Ceia Island and tie into State Road 45 North of Palmetto. These changes being so different from the original construction proposed by the St. Petersburg Port Authority require a complete new permit from the Department of the Army. Most of the office force was engaged for nearly a week preparing the complete set of 10 permit drawings. At this time the permit application has been received by the U. S. Engineers and duly advertised. We have hopes that these revised plans, which were prepared for reasons of

both safety and economy, will be accepted by the public and that the new permit will be issued shortly.

Report of First District for Month of February, 1950

With the additional personnel necessary for the new program now in the preliminary stage, the problem of transportation is one of the headaches of the District Engineer and his Assistants. They do not expect ever to have enough equipment to supply the field crews with what the crews think they need, but do try to keep sufficient equipment assigned to each job so that it can operate efficiently. So we are glad to see that advertisements for bids on equipment have been placed, since this will materially increase our operating efficiency.

Our genial Engineer of Photography, A. Wade Blake, wrecked the Ford assigned to him while on the way to Tallahassee and points West on the morning of February 13th. (Yes! it was Friday). It seems that Wade was driving along about 55 or 60 miles per hour when an approaching car made a left turn in front of him. To avoid a collision Wade swerved sharply to the left which put the car into a skid. Before he could straighten up the rear wheels hit the

dirt shoulders of the road and the car made a complete roll over. Blake was fortunate in that he only received a scratch and a few bruises in the wreck.

For sometime this Office has wanted to furnish the Project Engineers with a uniform set of instructions that could be kept up to date as to the number of forms necessary and other information that is used periodically. We have now worked out a binder-folder system which we hope will be flexible enough to serve the purpose. It covers most of the forms in use and it is our intention to enlarge this booklet and make it of real service to the men in the field. Lawrence Isbell, our Field Office Engineer, and Mrs. W. A. Read, Jr., Secretary, are to be commended for their work in correlating, assembling and presenting this information. Project and Assistant Project Engineers have all expressed praise and appreciation for this set of instructions.

The First District welcomes the return of two former employees—James Causey, Engineering Inspector, who graduated from the University of Florida with an Engineering Degree under the G.I. Bill in February; and John Heckroth, Instrumentman, who was with us a few years ago—both are experienced men.

Commendation is certainly in order to Buck Register and Arthur West for their cooperation with John Dobbins, our Chief Draftsman, and his personnel in completing Job No. 1712-102, Sarasota to Manatee County line, in record time. To Bill Read, E. E. Ireland, Ralph Helms, Clayton Montsdeoca, Pierce Ekey, John Clark, Keith Richardson, J. C. Johnson, Robert Hutchinson, and John Dobbins, the District Engineer conveys his sincere thanks and appreciation for a job quickly accomplished and well done in turning out 1712-102.

Second District

Three jobs consisting of grading operations only are now underway. SR 127 in Baker County from Road 125 to Baxter when completed will be a 26 ft. grade designed in keeping with county-wide projects and will accommodate a future 16 ft. width pavement. Eleven and one-half miles of 40 ft. roadway is being graded in Taylor County from Blue Springs to Aucilla River. This portion of SR 30 will accommodate a future 24 ft. pavement width. Another con-

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necting link in Road 49 is included in this type of work. The seventeen miles of roadway from Chiefland to Trenton is being graded to take care of the future 20 ft. Ocala Lime Rock Base with Type 1 Surface Treatment.

The above portion of Road 49 is the only unpaved section of this road in District 2 as the J. D. Manly Construction Company this month completed approximately 10 miles of 6 in. SBRM 18 ft. wide in Suwannee County beginning at SR 10 and extending southeasterly. This pavement, though constructed under somewhat adverse conditions, has made a good riding surface at low maintenance cost.

State forces under the supervision of Maintenance Engineer Stover began construction recently on a portion of SR 47 at a point just outside the south city limits of Lake City to connect with Park Street in Lake City. This work consists of an Ocala Lime Rock Stabilized Base 16 feet wide with bituminous sand seal. The completion of this section will eliminate traffic's having to use a narrow graded road in poor condition and will give the travelling public the full benefit of Road 47 into Fort White.

Survey parties have had to accelerate their work to keep pace with the expansive Secondary Road program now being inaugurated. Parties are now making locations in Clay, Nassau and Duval Counties and will move on to other counties shortly.

Project Engineer J. D. McGinley is back at work after convalescing from a heart attack in the Lake City Hospital.

Added to our engineering personnel is Project Engineer E. G. Larson. Mr. Larson

has had many years of experience on bridge and road construction both here and in South America and has interesting incidents to relate of his work in these locations.

Another newcomer to our midst is Robert E. Jones who is being assigned as Assistant to Maintenance Engineer Wilson in the Jacksonville area. Bob is a recent graduate of Perdue University and we feel his "college knowledge" is a good addition to our staff.

With the expanding construction program getting underway, we find new faces not only on our engineering and maintenance crews but also in our drafting room. Interspersed among the "oldies" we see bending over the drafting tables are J. D. Lee, E. E. Ek, J. R. Cozatt and Jimmy Pitman.

Happenings in the Third District

By W. Pierce Bledsoe

Outstanding among the events last month in this District was the formal dedication of Oak Grove Bridge across Yellow River on Road No. 2 in Okaloosa County. Chairman Alfred A. McKethan, in a fitting ceremony, formally dedicated the bridge and approaches to the use of the public Saturday, February 25th. About 1500 persons had assembled at the bridge site for this occasion and were treated to several fine addresses as well as music by the Crestview High School Band.

Senate President, Newman C. Brackin of Crestview, who acted as Master of Ceremonies, introduced the following Road Department personnel, in addition to Chairman McKethan: Marion G. Nelson, Panama City,

Board Member from the Third District; Sam P. Turnbull, State Highway Engineer; W. A. Kratzert, State Maintenance Engineer; George L. Dickenson, District Engineer; J. P. Herndon, Assistant District Engineer; Frank Kittrell, District Right of Way Agent; and J. Alta McArthur, Project Engineer, who was in charge of the bridge construction.

Other notables attending were: Attorney General Richard Ervin, Senator Olin G. Shivers of Chipley; Woodrow W. Melvin, Representative from Santa Rosa County; James Wise, Representative from Okaloosa County; members of the Okaloosa County Board of Commissioners; and delegations from Pensacola and other surrounding communities. The final address of the occasion was delivered by the Honorable Claude Pepper, Senior Senator from Florida, who gave an interesting account of the topics of the day and who foresees a prosperous future for Florida and the nation.

The event was concluded with a meal of freshly fried Red Snapper, Salad, and hot coffee furnished by the Okaloosa Board of County Commissioners.

Among the projects starting recently is Job No. 5410-201, from Monticello to a point approximately 7 miles Northeast, on Road No. 146 in Jefferson County. This work will consist of grading, sand-clay base, and surface treatment. Marion Construction Company is the contractor with C. G. Powell as Project Engineer.

Another job on which work began in February is FAP-FI-006-2 (1), State Jobs 6001-201 and 6001-106 on Road No. 10 in Walton County. This project extends from

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the Okaloosa County line to the Holmes County line and consists of regrading, widening, and new sand-clay base with Type 2 surface treatment. The total length of this job is better than 20 miles and marks the first improvement on this section of the Old Spanish Trail since it was built in the middle twenties. Hardaway Contracting Company of Columbus, Ga., is the contractor with W. Pierce Bledsoe as Project Engineer.

Webb C. Jernigan, Inspector, located at Pensacola, is celebrating two important events. First, he is recovering nicely from a recent operation, and second, he was recently nominated without opposition for Representative to the Legislature from Escambia County. Congratulations on both counts, Webb.

O. L. Mizell, Project Engineer at Panama City, and A. E. "Buster" Womble, Contractor from DeFuniak Springs, are both recovering satisfactorily from recent automobile accidents. Careful, men.

Highlights of Maintenance Activities—Third District

By J. P. Herndon,

Asst. District Engineer, Maint.

During the recent weeks, considerable emphasis has been placed on the cleaning of outfall ditches, utilizing the abnormally dry weather of this winter season. The conditioning and dressing of shoulders has been inaugurated on an intensive scale. Under this program the maintenance forces are reworking the shoulders with the use of disc harrows, and employing a patrol grader for rough dressing. Following the use of patrols, deficiencies or excess of material for a definite width shoulder are determined by setting a grade line and adjusting with limited hand labor. After shoulders have

been brought to desired section, they are compacted by rolling, using trucks or traffic roller. Any small ridges left by rolling, due to space between dual wheels of trucks, are brushed down by hand shovels.

Then drags, made of woven wire guard rail, are pulled over the surfaces of the shoulders by either truck or wheel type tractors. This operation smoothes out the surface very readily and leaves a neat appearing well-dressed shoulder with a minimum of hand labor employed. This method permits greater speed, and more miles of completed shoulder work is the result of this systematic operation.

This concerted activity, simultaneous over the entire district at this season, permits the use of mowing tractors during the period when this equipment is not required for weed cutting.

In Escambia County, on that portion of Section 4802 known as Scenic Highway, considerable work of correcting erosion has been recently accomplished. This work has consisted of constructing spillways and installing pipes to carry water to lower portion of bluff. This section of the road overlooks Escambia Bay and is constructed on a high, sandy bluff, subject to severe erosion. It has been the purpose of these recent operations to endeavor to prevent water from reaching the edge of bluff by confining it in a valley ditch between the edge of the bluff and pavement, thus conducting it to pipes and spillways where it is turned loose at elevations that do not cause erosion.

The critical points where the bluff is very close to pavement, the outer slopes have been built up with clay and top soil, so that drainage is away from bluff to valley ditch. These sections are to be sprigged, and with the development of a satisfactory stand of

grass, much of the troublesome erosion shall be eliminated.

Section 4823 and 5814: the approaches to the Santa Rosa Sound Bridge recently constructed by Santa Rosa Island Authority are now placed on State maintenance. The shoulders of these approaches were of a sandy soil (beach sand) and difficult to obtain a satisfactory vegetation. An oyster shell shoulder has been constructed on these sections and a top soil blanket over the slopes. This work has greatly improved the appearance and safety of this particular piece of road and much favorable comment has been received concerning it. In conjunction with this operation, a blanket of top soil has been added to the Dora Bayless Wayside Park (Section 4810), which, when the grass gets a positive hold, will improve the appearance of this much used facility.

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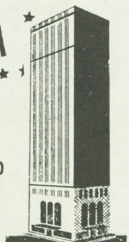
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Report for the Federal Aid Division for the Month of February

The following projects were processed to the advertising stage with the Bureau of Public Roads and the projects were adver-

tised for bids to be received in Key West on March 14, 1950:

Project No.	County	Road	Location
S-169(3)	Okeechobee	70	Between SAL RR Crossing & Taylor Creek
S-203(1)	Washington	279	Between SR 280 and Caryville
FI-79(7) Pt.2	Duval	5	Between Bayard and S. City Limits Jacksonville
FG-004-1(1)	Jackson	75	Atlanta and St. Andrews Bay RR in Campbellton
S-112(2)	Hardee & Highlands	64	Between a pt. 6.5 Mi. E. of Wauchula and Avon Park
S-269(1)	Manatee	684	Between Cortez Br. and S.R. 45
FG-011-3(1)	Citrus	45	ACL RR Crossing in Inverness
S-38(2)	Liberty	67	Between Bndry. Apalachicola Nat. Forest and Telogia

The ACL Railroad Company was authorized to begin construction of automatic flashing light signals on Boundary Street (St. Rd. No. 20) in Gainesville.

A field inspection of all Federal Aid Primary projects in the tentative budget for the first and third districts was made with a representative of the Bureau of Public Roads

in an effort to obtain Federal approval of the Department's selections. Field inspections for the second, fourth and fifth districts will be made during the month of March.

Mr. T. Jay Owen, recent Stetson University graduate has joined the department replacing Mr. James E. Swift who has been transferred to the Right of Way Department.

Report for February, 1950 Rights of Way Division

During the month of February the Right of Way Division has received 22 maps on State and Federal Projects. Information was received on borrow pits, ditches, storm sewers, et cetera. This information has been added to the original rights of way maps by this Division.

Five contracts and location maps have been prepared by this Division for negotiation with the counties and municipalities in which these projects are located, to obtain agreement of the local governing agencies to furnish title searches and to procure the necessary lands.

Four hundred and seventy four instruments have been prepared by the division's abstractors in February, and have been forwarded to Right of Way Agents in whose territories the projects are situated.

Three hundred and eighty six deeds were executed and recorded.

DIGEST OF RECENT OPINIONS OF THE ATTORNEY GENERAL

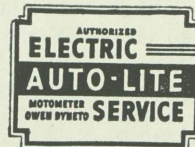
February 15—J. M. Hendrix, Supervisor of Registration, Citrus County, was advised by the Attorney General that under our registration laws a person is required to register in the district where he resides. Thus where a person living in one election district in a county moves to another district in the same county and desires to register in the district from which he moved, the supervisor of registration must determine, from all the facts and circumstances involved, where is the domicile or residence of that person. The presumption of residence or domicile in the district to which the person moved may be overcome by facts and circumstances of each particular case and thus allow registration in the district from which a person moved. 050-65.

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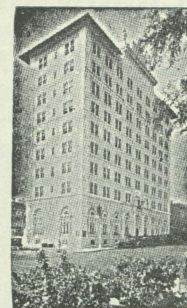
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COMMISSIONERS MEETING

(Continued from Page 5)

the counties would use this money to lower tax rates. Gay admitted the counties did not have to lower their millage rate, but he said a recession was bound to come and lower tax rates would give some relief.

Comptroller Gay also said the sales tax was here to stay. He felt the next session of legislature would introduce a number of changes, but that it wouldn't remove the sales tax. Gay said he thought the people wanted a tax across the board.

Senator Claude Pepper also gave a talk, and admitted quite frankly that it was a campaign speech.

The County Commissioners Association approved a resolution calling upon Florida's Congressional delegation to support a proposed House bill providing for an annual federal grant of \$500,000,000 for a nation-wide highway program.

The resolution supports a bill sponsored by the National Association of County Commissioners. They base their bill on the fact that only one-third of the federal taxes collected on gasoline is used for building highways.

Other officers elected at the meeting were the nine directors at large. They are Maynard Evans, Orange County; Jerry Smith, Hamilton County; Herman Burnett, Manatee County; Joe Howard, Duval County; H. M. Banneman, Leon County; Robert Griffin, St. Lucie County; Harry L. Howes, Suwannee County; J. R. Miller, Bay County, and Roy Gladney, Polk County.

Named as 12 district directors, two for each district, were: Earl Simmons, Hillsborough County, and W. L. Woodard, Sarasota, district 1; E. L. Crawford, Bradford, and W. R. Hodges, Levy, district 2; C. E. Miller, Washington, and Malachi King, Okaloosa, district 3; Jesse Yarbrough, Dade, and Gerald Sanders, Monroe, district 4; John Graham, Volusia, and Earl Byrd, St. Johns, district 5; Tom Stewart, Indian River, and C. B. Smith, Broward, district 6.

The commissioners wound up their annual meeting after choosing Miami for the next convention site.

Editor's Note: Here is the full text of Chairman McKethan's address to the State Association of County Commissioners.

Chairman McKethan's Address

Mr. McKethan pointed out that there are some 50,000 miles of roads in the State today of which about 9,000 miles form what the State Road Department calls the Primary or

State Maintained System. The cost of rehabilitating this Primary System would be in excess of \$400,000,000, in order to reach the standards recommended by the American Association of State Highway Officials. Mr. McKethan pointed out that we have approximately 10,000 miles of Secondary roads and at the 1949 budget meeting requests were made showing that the cost for improving these roads would be some \$100,000,000. In addition to the Primary and Secondary systems approximately 21,000 miles of rural roads comes under the jurisdiction of the counties. The vast majority of such roads are unpaved and are commonly referred to as farm-to-market, school bus and rural mail carrier routes. The estimated cost for paving these roads would be somewhat over \$400,000,000.

The Chairman of the State Road Department says that the 1950 budget is the largest the Department has ever prepared. It embraces some \$79,000,000. Included is \$45,000,000 for construction and improvement of the Pri-

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mary System and \$14,000,000 for the Secondary System. The balance of the funds will be used for maintenance, planning, bridge lease payments and overhead. Although this is our largest budget, you will observe that it represents a very small fraction of our total highway needs. The \$14,000,000 set up for secondary roads represent such a small proportion of the amount needed for improving our entire rural system that it will hardly be more than a token beginning. However, it is a beginning for the first time on a State Secondary Program.

McKethan said that even though these figures would be somewhat disheartening, nevertheless the Road Department is most encouraged with the progress made. Then he went on with some of the history of the ways that the Road Department has received its revenue in the past bringing the revenue picture up to date by the allocation of the Seventh Cent Gas Tax which was just passed by the

extraordinary session of the 1949 legislature.

The Department is rather proud of its program for Secondary Road Development. It was made possible, primarily, by the allocation of the Seventh Cent Gasoline Tax which gives 80% to the Road Department to be spent in specified counties as requested by the County Commissioners of those counties and 20% direct to the County Commissioners to be used by them on roads. The Road Department voluntarily added to this fund the surplus Second Gas Tax and the Federal Secondary Funds. That is, we agreed that these funds would also be spent within the counties as directed by the County Officers. Also, for the first time, we adopted a policy of allocating the Federal secondary funds on formula basis so that each county would be assured of its equitable proportion of such funds. The Seventh Cent gas tax funds and the surplus Second Gas tax funds were already

distributed among the counties on the basis of an established formula. This program calls for the utmost and closest cooperation between the State Road Department and the County Officials. It must be admitted that it has added considerable detail to the administration of this Department. As an example, always in the past the Department has devoted one day to a preliminary hearing on the annual budget. This year we extended these hearings over a two-weeks period in order that every county delegation be given ample time to present and discuss its road needs.

We are running into some difficulty and delay in the matter of securing right of way for our jobs. It has been the custom since the Road Department was formed to require the counties to supply the right of way for State roads. The counties have, in the past, experienced some difficulty in being able to pay for these acquisitions. This situation has been remedied by the allocation of the Seventh Cent gas tax as both the 80% going to the Road Department and the 20% going to the counties can be used for this purpose. We have recently caused to be made a thorough investigation of our right of way acquisition procedure with the view toward cutting down the delay and expediting this phase of our operation. We must have the whole-hearted cooperation of the County Officials in this part of our program if it is to be a success.

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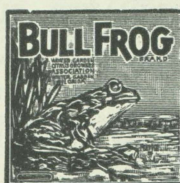
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SELLING FLORIDA

(Continued from Page 13)

tice—during the years of the immediate past.

So, when the conservative but progressive Mr. Swope contributed his thoughts, these other able and experienced men heard him out with close attention. "I don't believe that Florida has ever been in a better position," he said with clipped precision. "I know our real estate market is sound, and that with the exercise of reasonable judgment no one can make grievous errors in the purchase of Florida property, be it improved or unimproved."

Big Walt Hays, president of the State C. of C., smiled and permitted himself a bit of subdued applause. Hays is also president of the American Fire and Casualty Company at Orlando, and his four-million-dollar firm is currently carrying its share of first-mortgage paper on Florida prop-

erty—"the best 'good earth' there is," as Hays terms it.

Then Swope, a man ordinarily given to few words, went on. "We who know Florida, and who have known her for years, know what she is capable of. We have learned, sometimes from bitter experience, that it doesn't pay to sell her short." He laughed. "You know," he said, "the newcomer on the scene who decides he'll 'wait until prices go down' is due to be disappointed. There is no likelihood of any perceptible deceleration of Florida land values now, or in the foreseeable future."

Central Florida's "conservative man" had spoken. The mentor of Florida real estate, down through the years, felt that all was secure with the Ship of Real Estate.

And again Walter Hays beamed his approval. He shifted his bulk to a more comfortable position on the green bench and then, in the approved

Hays fashion, proceeded to "make news."

"I've heard all I need to hear," he said as he brought a big, well-tended hand down smackingly on a sturdy Haysian thigh. "All Floridians, or most of us at least, have been doing a fine job in forwarding the cause of their State; but, somewhere along the line, we've been missing the boat occasionally."

"We've got to tell the Florida story with even more enthusiasm, and we must tell it to more people; we must tell it truthfully and realistically, of course, but we must tell it, and tell it, and tell it again! It is a story that will bear repeating. I recall Merle Heasley here, when he told the press upon his inauguration that 'every inch of Florida is good.' I admired that statement then, and I admire it even more today, now that I more fully realize what he was driving at."

"Three of us (Hays, Swope and Heasley) are in an excellent position to activate such a program. I will, of course, answer for the State Chamber of Commerce; Swope can utilize all the educational machinery of the Florida Real Estate Commission; Heasley here," with a friendly nod to the Realtor president, "has his own Realtor publicity setup, and there are other agencies which we can call upon to participate in a unified educational and publicity program—to tell all of the Florida story to all of Florida."

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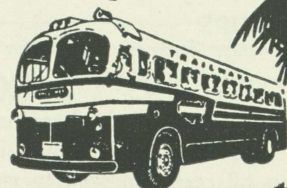
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Hays referred specifically to the weekly newspapers of the state, to the many Florida radio stations, and "to those individual newspaper men, God love them, who have sand in their shoes for keeps and write of Florida with such spontaneity," and to that greatest bulwark of all—"our splendid daily press which fights with such effectiveness in behalf of everything that is good and important to Florida."

"I am all for an enlarged publicity program within our State, to the end that present-day Floridians may know it better, appreciate it more, work harder for it, and enjoy justifiable profits from their labors in its behalf. Gentlemen, I move you that we explore the proposition further and see what we can do about it."

Hays turned to Orlando's three-time Mayor, popular Billy Beardall. "What do you think about it, Billy?" he asked.

Beardall grinned. Aside from serving the State's "hub city" as mayor, he is president of the huge Fidelity Title & Guaranty Company, which has issued nearly 107,000 abstracts covering property in Orange County.

"You don't have to ask me that question, Walter," said Beardall; "you know how I feel about Florida and how much confidence I have in Florida's future. I will say, however, that your plan to educate Florida people with regard to their own state is an important and worthy one. I am all for it!"

The four veterans of the Florida scene arose from the green bench from St. Petersburg, which had more or less inspired the impromptu conference. Then, with due ceremony, they carried it into the new Realtor headquarters building for Violet Dunham.

Merle Heasley said something about the bench having served a noble purpose immediately after its arrival here from St. Petersburg.

"It has indeed," said Walter Hays.

THE FIRST FLORIDIANS

(Continued from Page 9)

we can picture the lives and activities of the first Floridians.

**Active Archaeological Work
Being Done In Florida**

The Archaeological Survey of the

Florida Board of Parks and Historic Memorials has for the last few years been compiling information concerning the location and nature of the Indian sites in Florida.

The Department of Anthropology and Archaeology at Florida State University now is doing active research in the prehistoric remains of the Florida Indians as is the Department of Sociology and Anthropology at the University of Florida. At Rollins College there is a counselor of Archaeology on their staff.

Ten years ago virtually nothing was known of the prehistoric Indians of Florida but due to the work of the above named institutions Florida now knows its prehistory as well, if not better, than any other state.

Although much has been accomplished there is still much to be done before a totally clear picture is obtained.

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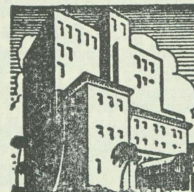
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(Continued from Page 11)

cents. But there is a force known as moral suasion, and there is an educational technique that points up the fact that goodwill often is more valuable than an extra nickel or dime on a glass of juice.

The citrus message is being carried to the public in various ways. Many personal contacts are being made by Citrus Commission field men and by representatives of various trade groups interested in the purposes of the drive. Radio stations, newspapers and other publications have been immensely helpful through publicity assistance. The overall effect is being felt throughout the state, committee members report.

"We are convinced that more Florida people are conscious today than ever before of the importance of the citrus industry to the state's economy, and of the lure that citrus fruit holds for Winter visitors," Mr. Hays says. "If these visitors find they can buy good citrus juice anywhere they go in the state at reasonable prices, they are favorably impressed and tell their friends in the North. On the other hand, if it's hard to find good juice and if they have to pay exorbitant prices for what they buy, Florida gets a black eye from them, and perhaps deservedly."

Through education of Florida school children, who live in and around the greatest citrus groves in the world, the State Chamber Citrus Promotion Committee believes that a healthier crop of citizens will be raised in the next few years.

Through education of fruit growers,

handler and retailers, the Promotion Committee believes that an adequate amount of citrus fruit and juices will be made available to Floridians and to their visitors at reasonable prices with the result that many new users will be developed.

Both these aims will improve the health of the people and the economic welfare of the world's greatest citrus producing area—the State of Florida.

The Florida Citrus Commission, believing this campaign is truly a fruitful one, is giving it hearty support.



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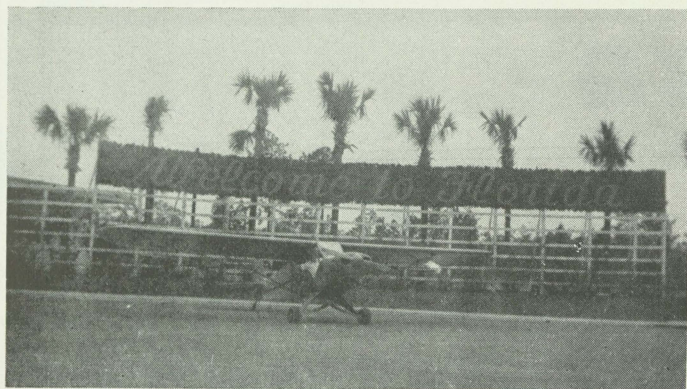
AIRPLANE VISITS INFORMATION HOUSE

By Shirley V. Rodgers

YULEE, FLORIDA . . . Specifications for Florida's next Information Station might well call for construction of an airplane landing strip in addition to the usual parking area for automobiles.

That is, of course, if other pilots plan to repeat the performance of two young Ohio fliers.

Motorists traveling near the state line on U. S. 17 early January 16 may have blinked their eyes twice to be sure



they were actually seeing a small yellow plane cruising down the highway in front of them. But it was no illusion! That's exactly what happened when two Cleveland, Ohio, pilots found themselves running out of gas and into bad weather.

The fliers were returning from the All-American Air Maneuvers in Miami when they ran into unexpected headwinds and fog north of Jacksonville. With gas running low and uncertain as to whether or not they could reach the Brunswick airport, they decided on a forced landing. Fortunately, they spotted the open stretch of highway near the Information House and made their landing.

Hostesses Margaret Flynn and Nancy Leholz, momentarily surprised by the unusualness of the visit, gave the fliers directions to the nearest airport and plied them with orange juice until the weather cleared enough for them to depart.

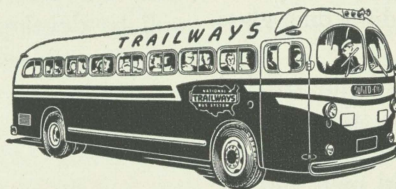
The fliers' comments: "Wonderful. Best forced landing we've ever made . . . such pretty girls!"

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GOVERNOR'S MESSAGE

(Continued from Page 3)

my very limited power to reduce the number to what it should be—zero.

As many of you will remember, I gave standing orders early in my administration to the head of the beverage department to use his utmost efforts to keep slot machines out of those establishments holding beverage licenses. I have repeated those instructions to him several times since then, and the record shows that the Beverage Department has made a conscientious effort to suppress slot machines.

Also early in my administration, I sent instructions to all sheriffs and constables to suppress bookmakers. I followed up that action by using my influence and efforts to obtain passage by the 1949 Legislature of the anti-bookie bill. It was believed, and experience has shown, that enactment of the anti-bookie bill would go a long way toward eliminating and stamping out this form of gambling. A similar bill had been defeated in the 1945 and 1947 Legislatures, but after a considerable effort by those of us opposed to illegal gambling it was passed by the 1949 Legislature. I signed it into law and the figures on legalized race track betting show that it has helped limit and handicap the activities of bookmakers.

And in this same session of the Legislature another bill was passed—a bill which appeared to weaken our law against slot machines. I vetoed the bill.

But my activities in behalf of better law enforcement have not been limited to these things. In cases where duly-elected local officials have informed me they needed help to deal with given situations, I invariably have given them immediate and wholehearted cooperation. As an example of this type of cooperation, I want to mention a vicious, coldblooded murder in the town of Starke early last May.

Immediately following the murder, Mr. T. E. Duncan, State Attorney for the Eighth Judicial Circuit, wired me that his office and that of the Bradford County sheriff lacked the investigative facilities to cope with the situation. He asked me to send an investigator from my office to Starke immediately to assist local officials in apprehending the murderer. Within 24 hours, Mr. J. J. Elliott, an investigator from my office, was on the scene and cooperating actively with local officials.

Following solution of the case, my office received a letter from State Attorney Duncan expressing appreciation for the help we had been glad to give. Mr. Duncan's letter said, and I quote:

"Investigator J. J. Elliott, upon my request to you for assistance, promptly reported to the sheriff of Bradford County, and labored diligently in investigating all possible clues and angles of the murder. His work greatly benefited Sheriff Reddish and other officers." Unquote.

State Attorney Duncan's letter concluded

with these words, and again I quote: "Your prompt cooperation is deeply appreciated, because when I made request of you I really needed help." Unquote.

Here, then, we can begin to define just what the Governor can do and what he cannot do to strengthen law enforcement in Florida. When a crime has been committed and the elected officials of the community find they do not have the facilities to cope with the situation, the Governor can and should extend any assistance requested of him which is within his Constitutional authority. I have pursued this policy in the past and will continue to do so.

But experience and common sense tell us that no outside authority can force the people of a community to accept a code of civic morality which they do not want. Only public opinion can do that. For example, the Federal Government, with all its vast powers and with all the investigative facilities at its command, failed in its efforts to enforce the prohibition amendment. In communities where aroused public opinion has demanded the abolition of the liquor traffic, enforcement at the local level has sometimes succeeded to a large extent. But the effort to eliminate it by the action of a central authority was a miserable failure and was bitterly resented by many of our people.

It is true that absolute enforcement of gambling laws is difficult. This is because the Federal Government apparently sees nothing wrong with slot machines since it

ON OCTOBER 21st, 70 years ago, Thomas A. Edison invented the first workable incandescent light. That invention was the beginning of the great Age of Electricity.

Fortunately, Edison lived in the United States. Here he found businessmen ready to invest their savings in his ideas, and, with their help and money, his inventions were taken out of the laboratory and applied to the services of man.

These men worked also to improve Edison's basic idea and to apply it to hundreds of jobs where electricity saves time, work, money.

Out of the brains and activities of these men, working in a free country, grew the highest standard of living the

world has ever known. In only 70 years our country has moved from **Electric Lighting to Electrical Living!**

Therefore, our young people today have a still more brilliant future. There are unlimited uses for electricity to be discovered and developed. Our youth are intelligent and ambitious, and one of them may be another Edison or Steinmetz or Westinghouse. All he needs is the opportunity to develop his ideas freely and to market his talents as he sees fit.

We must guard that opportunity, so that when another boy with initiative and energy fathers an idea, he may call upon the resources of our American system of **free enterprise** to make that idea a reality for all of us.

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issues licenses for them, and the State of Florida benefits from legal betting at race tracks and at the jai-alai fronton. Unfortunately, some citizens do not feel that gambling on a roulette wheel is any less moral than placing a bet at the race track. Our problem, then, is one of education.

As I have said, the people of Florida are generally law-abiding and our record of major crimes, while still higher than we would like to see it, is less than that of other southeastern states. But we still must obey the law since obedience to all laws, whether we happen to agree with them or not, is essential to an orderly society. That is why I have cooperated so vigorously with enforcement of gambling laws.

We have experiences in our own state which illustrate the same principle that a community is the keeper of its own civic conscience and that the responsibility cannot be shifted elsewhere. Let us take a case which occurred several years ago during the administration of former Governor Holland.

At the behest of some civic groups, Governor Holland suspended the sheriff of Broward County for allegedly failing to enforce the laws against gambling. But the Senate refused to remove the sheriff and the sheriff received his back pay for all the time he was out of office. And both the sheriff

and the then Broward County Senator, who had refused to consent to his removal, were re-elected without opposition.

Governor Holland also suspended the sheriff of Baker County and the State Senate likewise refused to remove him.

As a result of these and similar experiences and of his philosophy that home rule is an essential element of democracy, former Governor Holland's successor, the Honorable Millard Caldwell, adopted a policy of refusing to suspend local officials unless and until they were indicted by a grand jury. In this connection, I believe that a portion of Governor Caldwell's reply to a request that he suspend a sheriff is worth mentioning here. He wrote shortly after his administration began, and I quote:

"Until the citizenry of your city and county have exhausted their own resources to clean out the crooks, they have no right to shirk the responsibility.

"The local citizens have no right to expect the Governor or any other non-resident of the county to discharge the civic obligations imposed upon them by a democratic form of government.

"If and when the time arrives that your city government and your courts are helpless and corrupt; if and when your decent and fine citizens are no longer capable of governing themselves and are powerless in the clutches of a gang of cheap gamblers, then, and then only, you may be justified in publishing your shame and calling upon an outside force to come in and keep the peace for you." End of quotation from former Governor Caldwell.

The basic and fundamental soundness of the home rule philosophy of government has been long recognized. It has been reaffirmed and restated in recent weeks by many thoughtful Florida citizens and by some newspapers. For example, the Miami Herald said in an editorial on February 16, and I quote:

"The smoke being kicked up in the capital should not blind the people of this county, and the state at large, to the fact that local law enforcement should not come from Tallahassee. It begins and carries on at the local level. In Dade County it centers on Sheriff Sullivan and the office of Robert R.

Taylor, county solicitor and prosecutor." End of quotation.

Discussing exactly the same situation, the Fort Myers News-Press commented, and I quote:

"There's entirely too much of a tendency today for people everywhere to look to Tallahassee and to Washington to do for them what they should do for themselves." End of quotation.

Local self government is one of the foundations of our system of constitutional democracy. I have always believed and still believe that the best government is that which is closest to the people.

Under our Constitution state officials are designated to perform state functions and duties, and county officials are designated to perform county duties and functions.

It is quite true, as I mentioned a moment ago, that our Constitution gives the Governor the power to suspend but not remove a county official for misfeasance, malfeasance or nonfeasance in office. That power should not be exercised by the Governor except in those cases where the machinery for local self government as established by the Constitution has failed and broken down.

Is there any county in Florida where this condition exists today, where the grand jury has been abolished and there is no way to obtain an indictment against law enforcement officials? I know of no such situation existing anywhere in Florida. I have said before, and I will say again, that I will promptly suspend any county official who is indicted by the grand jury.

Should the Governor go into every county and suspend county officials because they do not enforce the laws according to the whims or ideas of the Governor, the Governor soon would become a dictator or a despot, and the will of the people of a county in electing their county officials would be nullified.

Under our Constitution we have a very democratic system of local self government in each county. We have a grand jury with broad and almost unlimited power of investigation. The State Attorney is the legal advisor of the grand jury. The grand jury may summon any witness it chooses, including the members and officials of any voluntary organization, to appear before it.

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A County Solicitor, duly elected by the people, has more law enforcement authority than any other local county official. He has the combined power of the grand jury and the state attorney; he may summon witnesses and grant to them immunity; he may file informations direct without consultations or advice from any grand jury or the state attorney. As you know, an information has the same legal force and effect as an indictment. In counties where there is no county solicitor, the state attorney has the power to file informations.

There is a circuit court in every county. The county solicitor, the state attorney, or any citizen of the county has the right and power under our Constitution and laws to go before any Circuit Court with proper evidence and obtain a permanent injunction against any place where gambling is being carried on.

I have pointed out the existence of these local officials and bodies and the powers given them in order to emphasize the fact that our Constitution makes effective provisions for local self government and for home rule. The spirit of the Constitution is plain, the letter of the Constitution is plain. The primary responsibility for local law enforcement rests with the people of each com-

munity and the local officials they select at the polls.

But in spite of the limitations which I have described on the power of the Governor to promote stronger law enforcement, there are some positive steps which he can take. I have already described to you, for example, how the beverage department has used its police power to combat slot machines in establishments holding liquor or beer licenses. I have told you of the direct instructions I have issued to all law enforcement officials of this state telling them to enforce all laws, especially gambling laws.

In addition, I am planning a further step which I believe will help materially to strengthen the hand of those who want to see Florida an even more wholesome and law-abiding state than it is now. As I have said, the responsibility for selecting competent and conscientious law enforcement officials belongs to the people and should not be usurped by the Governor or anyone else. But there appear to be some parts of our legal and judicial system which now work to the advantage of those who violate the rules of society. It may well be that, without violating or infringing the basic rights of any individual, certain changes could be made in the statutes which would facilitate the apprehension and conviction of wrong-doers.

Certainly, some study should be made to determine whether our system needs modern-

ization to bring it in line with present day conditions. If a thorough analysis shows the system to be sound, it then would be easier to determine that individual officials are at fault in communities where wide-spread law violations are believed to exist.

For these reasons, I propose to appoint a statewide committee on law enforcement, composed of outstanding citizens of known integrity. Such a group should not be named during a moment of public excitement, and it should pursue its studies objectively and without undue consideration for any particular local situation. It should not supersede any established law enforcement agency, and would in no wise be a vigilante group. In my opinion, it should include a number of distinguished attorneys, editors, businessmen, professional men, as well as citizens from other walks of life. Among the attorneys certainly there should be one or more who have had experience as prosecutors and who would be familiar with any existing loopholes through which the guilty may escape.

All these remedies will help in attaining our objective of making Florida the cleanest, most wholesome and most law-abiding state in the union. But there is another force, less material, perhaps, but just as powerful as those I have mentioned, which is working with us toward the same objective. This is the splendid and continuing growth of such character-building agencies and organizations as our churches, the Boy Scouts and the Girl Scouts, the YMCA and the YWCA and others with similar aims and purposes. Such movements attack the law enforcement problem at its weakest point—with the individual himself.

I do not have the figures before me on the growth of all faiths during the past year. But I do know that my own church, the Baptist, has shown a remarkable growth during 1949, and there is no reason to believe that reports from other denominations would show a trend that would be much different. During 1949, the Florida Baptist Convention reported a total membership gain of 18,723. Seventeen new churches

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were built and there were 2,131 baptisms more than in the preceding year. In addition, and I think this figure is especially pertinent to the subject we are discussing, Sunday School enrollment showed an increase of 13,483. Again let me say that I am sure other denominations show similar wholesome gains. Other character-building agencies and those working for moral uplift also showed tremendous gains.

I want to comment that while it is not necessarily pleasant, it is sometimes a wholesome thing to bring our shortcomings out in the open, discuss them frankly and try to find remedies for them. At the same time, we should guard against any tendency to exaggerate them, either in our own minds or in the minds of people outside Florida. Our state is moving forward at a tremendous pace and we must under no circumstances permit laxity in law enforcement to hamper or retard that development. But on the other hand, we should be equally vigilant against outbreaks of hysteria which in the long run sometimes complicate the problem and make its final solution more difficult.

In conclusion, let me say that we Americans could learn one sound lesson from last week's British election. That was the tremendous turnout which in practically all areas exceed 80 per cent of those eligible to vote. The day that I see similar exhibitions of civic responsibility in every Florida county will be the day I see our law enforcement problems vanish. Because I believe the overwhelming majority of Florida citizens want efficient and conscientious law enforcement and I am sure they will get it universally as soon as they realize their quickest and surest method is at the polls.

Thank you and good night.

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At a State Road Department Board meeting held in Tallahassee on February 6, 1950, Mr. Ralph M. Hartsfield, a native of Leon County, was selected for the position as Secretary for the Road Board. Mr. Hartsfield will assume the duties as Secretary in addition to his regular duties as Administrative Coordinator.

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Lakeland Terrace Hotel	24
Lakeland Highlands Coop. Ass'n	17
McLean Machinery Co.	29
McIntosh, B. D.	33
Maddox Foundry & Machine Works	19
Modern Coach Corporation	27
Miller Machine Co.	17
Moody & Sons, Inc., M. D.	In. B. Cover
Mexican Petroleum Corp.	21
Murphy & Mills Corp.	17
Marion Hotel	34
Murphy Construction Co.	17
Orlando Transit Company	In. B. Cover
Oolite Rock Company	21
Ocala Lumber Sales Co., Inc.	27
Petroleum Carrier Corp.	In. B. Cover
Patten Sales Company	24
Pinellas Lumber Company	25
Pinellas Machine Co.	20
Respass Engraving Company	32
Redwing Carriers, Inc.	17
Rich Company, A. F.	24
St. Johns Box Company	27
Strawn Inc., Theodore	22
Summers Chevrolet Co.	29
San Carlos Hotel	20
Sherrill Oil Co.	17
Sherman Concrete Pipe Co.	19
Seaboard Oil Company	33
San Juan Hotel	25
Standard Oil Company	29
Tamiami Trail Tours	30
Thomas Lumber Co., B. T.	19
Thomas Jefferson Hotel	18
Thomas Lumber Co.	17
Underwood & Sons, R. W.	17
Valencia Gardens	17
Valdez Hotel	26
Vero Machine & Supply Shops	25
Winter Garden Citrus Growers	26
Woodstock Slag Corporation	20
Wohl & Sons, Louis	34
West Coast Hardware Co.	25

Mr. Hartsfield is a veteran employee of the Road Department. His record in government consists of the following activities. He has approximately eighteen years service with the State Government, including over ten years with the Road Department, having begun his present connection in August, 1940. Mr. Hartsfield's record of Government service includes five years with the Federal Government in various bureaus of the Department of Agriculture, including the positions of Regional Loan Relations Adviser for the Farm Security Administration and Agricultural Economics, Regional Head of the Contracts and Claims Section of the Soil Conservation Service. After several years service in State offices, including the Engineers Drainage District, State Comptroller's office and the Motor Vehicle Commission, Hartsfield studied law and was admitted to the Bar in November, 1930. He practiced law three years in Tallahassee, serving one year as County Prosecutor in Wakulla County, before accepting employment with the Federal Government.

Hartsfield married Miss Eppie Bell Strickland of Wakulla County in 1926. They have four children and two grandchildren. The four children are Peggy, Ralph, Jr., Bobbie Jean and Carol. Peggy is married to Louis Rocco, Jr. and they have two sons, Louis III and Tony.

FLORIDA ENGINEERING SOCIETY PLANS CONVENTION

The Florida Engineering Society will hold its convention in Tallahassee on April 13, 14, and 15.

The committee on housing has contacted the local hotels for reservations and rates. Hotel space is limited, but there will be a number of rooms available at tourist homes and motor courts. Make your reservations early. For particulars write: James B. Wadsworth, Chairman of Housing Committee, FES Convention, care of State Road Dept., Tallahassee, Florida.



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